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2048-131  
JUN 7 1920  
WAR DEPARTMENT

SUBJECT-- Spanish-American Rapprochement.

From-- R.C. ---ECONOMIC--POLITICAL

No. 2022 Date May 14 1920.

Replying to No. Date 19

Economic 18. Organization.  
Political 61. Alien Policies.

W.D. M. I. R. O. C. JUN 14 1920

RESUME OF REPORT

Spanish-Argentine Commercial Exchange and Packing Company definitely established. Opens subscription list for shares up to \$10,000,000 Arg. gold.

Spanish Government subsidy for Hispano-American Exhibition.

Sport trophy from the Infanta Isabel for Argentine-Spanish Rowing Club.

Literary and artistic relations between Spain and Latin-American countries: Royal decree creating Council to supervise encouragement of artistic relations between Spain and Latin-American countries.

Purchase of German Electric Light Co. by Spanish syndicate.

Spanish-Argentine Commercial Exchange and Packing Company.

The following is a synopsis translation of article published in "La Union", April 4, 1920. ("La Union" is pro-German and anti-American in policy).

"The Spanish-Argentine Commercial Exchange (Interchange) and Packing Company has been definitely established, and has opened offices at Florida 56, Buenos Aires. Subscription list for shares has been opened. The first series runs up to \$10,000,000 Arg. gold. It is reported that stock-breeders, ranch-owners and business men (Argentines) have already subscribed largely."

Spanish Government Subsidy for Hispano-American Exhibition

A telegram from Seville, Spain, published in "La Prensa" on April 15, 1920 reported that Spanish Senate had refused to sanction expenditure of 800,000 pesetas, voted by Chamber of Deputies to subsidize the Hispano-American Exhibition. Telegram stated further that a group of senators, deputies and provincial representatives had left for Madrid, and would endeavor to convince the Cabinet as to necessity of passing measure.

Sport Trophy given by Spanish Royalty to Spanish-Argentine Rowing Club.

A telegram from Madrid, Spain, published on same date as telegram mentioned above, announced that señor Juan Roldan, a well-known Argentine, would be the bearer of the Cup presented by the Infanta Isabel to the Spanish-Argentine Rowing Club.

Artistic Relations between Spain and America.

A telegram from Madrid dated April 27th, 1920 and published in "La Nacion" gives text of Royal Decree issued by King Alfonso and bearing on encouragement of Artistic Relations between Spain and America (Spanish).

Decree as follows:

Art. 1° A Council is created hereby, depending from the General Direction of Fine Arts, to supervise encouragement of Spanish-American Artistic Relations.

Art. 2° This Council will be the patron of artists from Spanish-American nations who come to Spain to complete their artistic education. The Council will outline for the Minister of Public Instruction, conditions for scholarships and pensions or endowments. It will also draw up conditions under which Spanish-American artists may present their works officially at Spanish Exhibitions.

Art. 3° The Ministry of Public Instruction and Fine Arts will see that a suitable hall is available for lectures, private exhibitions and other artistic manifestations of individual or group Spanish-American students and artists.

Art. 4° The Council will comprise 25 members, belonging to the Royal Academies, or who are professors or persons who have merited prizes at official exhibitions.

Art. 5° The Council will maintain intimate connections with similar institutions already established in Spanish-American states.

Art. 6° The Council will be presided by the Director General of Fine Arts." etc. etc.

It is reported that issuance of the above decree is due greatly to the influence exercised by the Argentine Minister in Spain, who is an intimate friend of the Spanish Minister of Public Instruction.

Sale of the Compañía Alemana Transatlántica de Electricidad.

On or about March 7th, 1920, the important local concern, Cia. Alemana Transatlántica de Electricidad (German Transatlantic Electricity Co.) changed hands and became Spanish property. The transaction took place in Berlin, Sr. Cambó representing the Spanish syndicate, purchaser of the concern.

A telegram published in various local newspapers on May 14th stated that financial circles in Spain are much agitated concerning the operations of said syndicate. Connected with the purchase of the C.A.T.E. it is said the Germans retain a controlling interest, while Spain practically made a loan on bad terms to Germany, meanwhile depriving Spain of a large amount of money which could be used much more profitably elsewhere.

NOTE: All the above items collected from various dailies are forwarded in report form. This is done as they are considered to be of interest to M.I.D. in connection with information frequently requested re activities towards Spanish-American rapprochement. As will be noted----no avenue of approach---commerce, industry, art, or sport----is overlooked.

# The Sale of the C.A.T.E.

## Berlin Paper Confirms Long-Rumoured News.

### Will the Transfer be Permanent?

Considerable interest was aroused by the curt cable statement to the effect that the important local concern known as the Cia. Alemana Transatlantica de Electricidad had passed into Spanish hands. This news came through on the 9th of the current month in the shape of a rather flagrant paragraph relating the manner in which Sefor Combo, president of the Spanish-Italian banking consortium, was received in private audience by King Alfonso and, on leaving the Presence, announced that his visit turned on the recently concluded purchase of the above company for cash by the interests which his financial group controlled. Few people seem to have noticed a small announcement in "La Prensa" of March 11 which had come by cable and merely mentioned that in future the headquarters of the C.A.T.E. would be at Madrid. It was either mistaken altogether or paid off over as a "canard." European cable agencies do so frequently cry "wolf" over all sorts of matters that this attitude was explicable, but in the present instance it is clear that the whole scheme was cut and dried at least a month ago. It may judge from an article which appeared in the "Berliner Tageblatt" of March 9, wherein the deal is treated as a "fait accompli." This article has been summarized by "La Vanguardia" and appears in its issue of April 12, whence the following free translation is made:—

After the loss of the iron trade in Lorraine and Luxemburg, and of our flagships, mercantile marine, nothing shows with such clarity the collapse of our world-wide economic power as the negotiations relative to the sale of the Compagnie Alemana de Electricidad. This concern, which we now lose, was Germany's pride, and we can only thank ourselves that it was not an enemy combination which took this precious jewel from

had a foreign market in Zurich; indeed, it would seem as though a large proportion of them had already passed into Swiss possession, seeing that for some time there has been in existence in Switzerland a defence committee charged with watching over the interests of this group of holders. Political motives have nothing to do with the need for sale, motives such as intervened in the case of the businesses in Luxemburg and the Saar, since the feeling in the South American States of Argentina and Chile, where the chief works of the company are situated, is by no means unfriendly to Germany, and would not hinder German working in any way. The motive must rather be sought in the state of the German financial market and the condition of the exchanges, which render it impossible to find the necessary funds for running the works and developing them in a normal manner, particularly in view of the fact that they were installed in such a way as to need continual expansion in order to meet the ever-growing call for electrical energy and the ever-widening sphere of their activities. During the war this expansion was checked partly through lack of capital and partly owing to fuel difficulties. Now the time lost must be regained, and expansion carried out. Germany, however, has not the requisite money for such work, and still less when such money must be found in foreign currency, and when there is a small hope of the indispensable materials becoming more normal as regards their acquisition. Nevertheless, taking all these considerations into account, the resolution of the directors, explicable though it undoubtedly is, does not prevent one from realizing that it is a black day for the national economic position of Germany, and which the greatest German enterprise, where in German finance and industry were associated, passed into the hands of strangers.

Thus speaks the "Berliner Tageblatt," and it must be admitted that it has summed up the situation very adequately. At the same time it must

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banking consortium, was received in private audience by King Alfonso and, on leaving the Presence, announced that his visit turned on the recently concluded purchase of the above company, for cash, by the interests which his financial group controlled. Few people seem to have noticed a small announcement in "La Prensa" of March 11, which also came by cable and merely mentioned that in future the headquarters of the C.A.T.E. would be at Madrid. It was either missed altogether, or passed over as a "canard." European cable agencies do so frequently cry "wolf" over all sorts of matters that this attitude was explicable, but in the present instance it is clear that the whole scheme was cut and dried at least a month ago. If one may judge from an article which appeared in the "Berliner Tageblatt" of March 3, wherein the deal is treated as a "fait accompli." This article has been summarized by "La Vanguardia" and appears in its issue of April 12, whence the following free translation is made:—

"After the loss of the iron trade in Lorraine and Luxemburg, and of our flourishing mercantile marine, nothing shows with such clarity, the collapse of our world-wide economic power as the negotiations relative to the sale of the 'Compañia Alemana de Electricidad.' This concern, which we now lose, was Germany's pride, and we can only thank ourselves that it was not an enemy combination which took this precious jewel from our grasp. The consortium under the control of electrical standards. Not until it is known exactly what forms this body for what will later center therein, can one answer the important question as to whether German influence will be excluded entirely and for ever from the new company, or whether it can to a certain extent be retained, even though greatly weakened and without official importance. Nothing has hitherto been said about leading members of German high finance or electrical industry being associated either with the administration or, what is more important, with the directorate of the new concern; but in its own interests it is undoubtedly necessary that the men who thought out, built up, and developed the business should put at the disposal of its new leaders, both their experience and their advice. Moreover, with a view to re-establishing general international relations both financial and economic, the creation of enterprises in which business men and bankers, German and international, should unite in one common labour that shall strengthen their friendship."

Those who are aware of the ability with which the founders and directors of the Cia. Alemana Transatlantica de Electricidad conducted this enterprise, and who know the love and devotion dedicated thereto by them, will be firmly convinced that these men did all they could to secure conditions that should be not only favourable for the German shareholders but also beneficial to the national economy. Shareholders will receive for each share 1,500 pesetas in 6 0/0 preference shares, and 500 pesetas in shares to be styled A shares, these latter carrying deferred right to half the profits accruing after the said 6 0/0 shares are met as regards dividend. Thus the financial participation of the German shareholder will be very favourable, enough since the foreign consortium is content with half profits after distributing 6 0/0 on the preference shares; this notwithstanding that the said consortium will find the means for cancelling existing shares as well as the new money necessary to continue working. It is, however, very doubtful whether this distribution can be kept as it stands to-day. Many German shareholders will at once sell their peseta shares abroad, and it is to be feared that German participation will be quite illusory ere very long."

From a monetary point of view, the enriching of German estates by foreign shares to a total of 240 million, spells great advantage, particularly if one bears in mind that the peseta is to-day worth 15 1/2 marks. One must not, however, overlook the fact that these very shares already

the company are situated, is by no means unfriendly to Germany and would not hinder German working in any way. The motive must rather be sought in the state of the German financial market and the condition of the exchanges, which render it impossible to find the necessary funds for running the works and developing them in a normal manner, particularly in view of the fact that they were installed in such a way as to need continual expansion in order to meet the ever-growing call for electrical energy and the ever-widening sphere of their activities. During the war this expansion was checked, partly through lack of capital and partly owing to fuel difficulties. Now the time lost must be regained, and expansion carried out. Germany, however, has not the requisite money for such work, and still less when such moneys must be found in foreign currency and when there is, small hope of the indispensable materials becoming more normal as regards their acquisition. Nevertheless, taking all these considerations into account, the resolution of the directorate, explicable though it undoubtedly is, does not prevent one from realising that it is a black day for the national economic position of Germany on which the greatest foreign enterprise where, in German finance and industry were associated passes into the hands of strangers."

Thus speaks the "Berliner Tageblatt," and it must be admitted that it has summed up the situation very adequately. At the same time it must not be forgotten that in 1919 and 1920 a very large amount of German capital made its way into Spain. It is also common knowledge that much of the industrial expansion in Catalonia and elsewhere that lifted the Spanish balance of trade into such immense figures in favour of the Peninsula was due to German enterprises. The works, railways, and general installations of the C.A.T.E. would cost incalculable sums to replace, most of their main plant is reputed to be in an excellent state of preservation, and ready capital for restoring such material as is bound to suffer from exceptionally long service is their chief need. That the concern is being handed over, lock, stock, and barrel, to Spain, simply because Germany can no longer run it, is rather hard to swallow; it is far more likely that the intromission of Spanish capital, so-called, was the only alternative to such a sale, as the "Berliner Tageblatt" laments. Giving credit where it is due, one must admit that the C.A.T.E. has always stood not only for Germany's erstwhile pre-eminence in the electrical world, but has also represented the virtues of order, method, punctuality, and willingness to serve, which have been her intangible commercial capital, here as elsewhere. It is not likely that any body of shareholders will alter such a policy, undoubtedly due to German direction, hence the fact that administrative changes will occur is scarcely warranted. Indeed, one is inclined to think that the course of events in connection with the C.A.T.E. will for some years to come serve as a fairly good barometer whereby to judge the state of the German industrial revival. For the transfer from marks to pesetas is a sound financial and may even render the acquisition an easier matter some years hence than it may be, the transfer was made to U.S. dollars or pounds sterling.

#### PERSONNEL TO REMAIN UNCHANGED

The head office of the German Electric Light Company is to be transferred from Berlin to Madrid, according to official information published yesterday. Although the capital will be transferred from German to Spanish hands, the employees will not be changed, but will all remain in their posts.

#### SR. CAMBO TO VISIT ARGENTINA (HAYAS AGENT)

MADRID, April 13. Sr. Francisco Cambó is leaving this week for Berlin, where he will arrange for a month, where he expects to make a stay of three or four months.

## ISSUED BY OFFICE OF NAVAL INTELLIGENCE, NAVY DEPARTMENT.

## ATTACHÉ'S REPORT BLANK

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From A Date May 22, 1921 Serial No. 127 File No. 107-100  
 (Commence new series each January first.) (Select proper number from O. N. I. Index.)  
 Source of information G. Wilson-Rae, Buenos Aires. OFFICE CHIEF OF STAFF  
 Subject Argentine Press (Index title as per index sheet.) 2048-137 (Subfile.)  
 Reference 24X

BRIEF.—(The review, indexing, and distribution of reports by O. N. I. will be greatly expedited if a brief summary of the contents is entered in this space. Mention leading geographical, personal, or political names, and the gist of the report.)

WAR DEPARTMENT

Argentine Press (with the program) M. I. 2.

PENDING MARGIN. DO NOT BIND AT TOP.

1. Since the time of the old Spanish Viceroy here (Vertiz) there have existed here newspapers and periodicals; immediately after the Declaration of Independence (1810) there was great activity for some years in the publication of daily sheets, but their contents from a literary point of view were most polemic on political events at that stormy time, in very high sonorous language, showing distinct traces of French revolutionary doctrines. During the time of the tyranny of Rosas naturally newspapers were practically limited to his point of view, (with exception of the "British Packet", which was independent), and their quantity and quality were restricted for obvious reasons; the opposition party to Rosas, or the Unitarians (Unitarios) printed their diatribes at Montevideo and in Chili, but they had a very limited and secret circulation.

2. It may really be said that it was only after the fall of Rosas (1852) that the press became a power here, and although in the course of time many popular periodicals of that epoch have disappeared, still there are several which still survive. I believe the oldest paper printed today here is "The Standard", (60 years old) and then "La Nación" and "La Prensa", both about half a century old, and all very valuable properties, especially the two last, whose capital value may be calculated as follows; "La Prensa" \$ 20,000,000 and "La Nación" \$ 10,000,000 Argentine paper currency.

3. Of course, all these organs have increased their size greatly since their commencement, when the "Standard" published two leaves (or four pages), and the others were not very much bigger, and possibly the daily income they have now, is equal to their monthly income when they started; they have grown with the population, as has the population of the city of Buenos Aires, from 150,000 inhabitants half a century ago, to nearly 2,000,000 today.

4. There is however one aspect of the Argentine Press in which it may be considered to differ somewhat from the press in America and in Europe, at least relative to the most important and civilized lands. There the important organs of the press are presumed to reflect public opinion, as really their "raison d'être"; however, as in other South American Republics, they only reflect the opinions of their owners, or of the political party, or other interests they respond, gratuitously, or otherwise.

5. In many cases here, the independence of the Press is seriously hampered by financial reasons; in the first place a paper to have really a popular sale, must go "against the Government", of whatever party that may be, and there are none which succeed in keeping up an existence in that way, and others

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who become more or less way, and have since considerably moderated their magnanimity, without becoming completely official.

\* *Begin here* The only papers printed and issued officially by the Government are the "Boletín Oficial", and the "Boletín Judicial", which have been issued in the same form as today for more than thirty years: they are not publicly sold, but can be had for a small annual subscription. Their value and interest consists that in the former are published all edicts and other publications of a strictly official nature, issuing from the Government ~~sizes~~ offices, and in the latter are published the notices respecting the concession of trade marks and patents by the Argentine Government. The diverse ministries publish their orders and decrees, appointments of officials, etc., in the "Boletín Oficial". Both the "boletines" mentioned are published daily, and are distributed in this city, by hand, and printed at the Prison, by convicts.

# The public press may be divided into two sections, the daily and the weekly, as the monthly part consists of a few literary magazines. The daily press may be sub-divided again into morning and afternoon papers, of different political shades. Some of the principal papers not only have a large circulation in this, and the principal cities of the country, but also a large number of readers all over the Republic, or as is said here, "in the camp".

# I will now give a list of the most important organs of the press, as it would be impossible to give a complete list, as there are also a large number of technical, literary, illustrated and trade organs, which have no real interest outside their reduced group of readers.

The principal daily papers published at present in the city of Buenos Aires, Federal Capital of the Argentine Republic, are as follows:-

Morning papers: (Argentine press).

"La Nación"	Buenos Aires
"La Prensa"	" "
"La Argentina"	" "
"La Fronda"	" "
"El Día"	La Plata City
"El Nuevo Siglo"	Bahia Blanca City
"La Provincia"	" " "
"La Capital"	Rosario "
"Los Principios"	Córdoba "
"El Orden"	Tucuman "
"Los Andes"	Mendoza "

and other less important ones in other provincial towns.

Afternoon papers: (Argentine press).

"El Diario"	Buenos Aires.
"La Razón"	" "
"La Epoca"	" "
"Critica"	" "
"Ultima Hora"	" "
"Libre Palabra"	" "
"La Unión"	" "

Foreign Papers: (daily, morning):

The principal foreign papers published in the city of Bu

are the following:-

"The Standard"	Buenos Aires.
"The Herald"	" "
"The Times of Argentina"	" "
"Le Courier Francais"	" "
"Deutsche La Plata Zeitung"	" "
"L'Italia del popolo"	" "
"La Patria degli Italiani"	" "
"El Diario Popular"	" "

To these may be added the weekly publications;

"La Hora"  
 "The Southern Cross"  
 "Review of the River Plate"  
 "Revista de Derecho, Letras e Historia" (monthly)  
 "The River Plate American"  
 "The River Plate Observer"

all of which appeal to quite a large number of readers.

Before entering in to the characteristics of each of the principal organs mentioned, I should like briefly to refer to the "modus vivendi", and "modus operandi" of the Press in the Argentine Republic, as the two are closely connected. In the first place, the "modus vivendi", or as it really becomes, the financing of a daily or afternoon paper, depends on two sources:

- (1) Aid from the Government, National, or Provincial;
- (2) Advertising, subscription, and circulation;

With the exception of the foreign daily papers, we may consider that that really there is only one paper here, quite independent of official protection, (not requiring it), and that is "La Prensa"; all of the other on a greater or less scale get official aid, under the form of big subscription lists for Government offices and officials, (paid for out of the budget of each department receiving them), to which we will again refer later on.

As far as advertisements go, of course the big dailies have several pages of them received from the public, as well as from the advertising agencies; subscribers (monthly, quarterly, or yearly), are fairly numerous, taking into consideration that not only the Republic has less than nine million of inhabitants, but that the foreign papers have many subscribers which do not take Argentine papers. Public sale varies according to the paper, and to that we will refer in the "characteristics" of each one. There are some smaller popular publications (daily) of no great importance, "against the Government", existing on their street sale, with but few advertisements; of no importance. These latter sell because a certain section of the public like to pay-pay for "yellow" stuff, whether true or not.

Official advertisements, above referred to, are such as proceed from Government officials, in official banks, Judges Courts and similar establishments where Government officials have at their disposition the ordering of such, and the selection of the journals to be used for such publicity. Principally such advertisements are those of the Nation and Provincial Banking establishments, edicts of the Ministries and other Government

offices, those of the National Mortgage and Government Hypothecary Bank, Land Office Advertisment, etc., which are fairly voluminous daily, and are published at the tariff the respective papers fix for them, which of course are highly remunerative, as the "client" can not kick, and must stand the cost of "his" advertisements, published in the papers the public offices, or the law Courts' ordain.

12. Evidently such form too considerable a source of income, relatively easy to get, although it would only be human to expect that officials disposing of such favor, would scarcely ever be badly treated by the papers who receive such (to them practically indispensable) "largesse".

13. Such is the "grip" the National (and often the Provincial) Government, has on the public press, which naturally can not be considered as beneficial, as it tends to veniality and marked lack of independence in manifesting opinion on any matter affecting public interests. The National Government frequently "sub rosa" lets the Editors of "sympathetic" papers understand that no commentary, or a friendly commentary on certain events would be appreciated, and ..... such happens. Sometimes the Government shuts up a paper, (a rare occurrence), but "La Nación" was closed for one day, during General Roca's second Presidency. The "yellow" press does not enter into the Government's calculations at all, until it gets too important, and then.....

14. Now, returning to the daily morning press (Argentine), I will consider each, in the order of the list thereof, which is also, in my opinion, the order of their importance. It will be noted that I have commenced with "La Nación" although the following paper "La Prensa" undoubtedly has a bigger capital, and a more extensive circulation; nevertheless I consider that "La Nación" is the most important and reliable paper in the Republic, and can compare very favorably with any published in this country, in South America, or even abroad.

#### Daily papers (Morning)

##### "LA NACION"

This paper was founded about half a century ago by General Bartolomé Mitre, and at its commencement was entitled "La Nación Argentina", which title was shortly after changed for "La Nación".

General Mitre is considered to be one of the most notable Argentines that have existed, a man of reproachless personal reputation, a good military man, (as was proved by his conduct in the war with Paraguay and several internal conflicts), a notable poet and historian, and one of the most honorable and capable men who have filled the Presidential chair of this Republic; he died fifteen years ago, mourned by his fellow citizens of all parties.

This paper commenced in a very modest fashion, and well written, with the prestige of Mitre, soon reached a good circulation and consequently a large number of advertisements, and became a valuable property. At General Mitre's death "La Nación" was valued for purposes of liquidating the estate at \$ 10,000,000 Argentine paper currency; today it is worth still more.

After General Mitre's death the heirs formed a limited joint stock company of the paper, and of the Mitre family was chosen as Director of the paper Don Jorge (George) Mitre, the General's grandson, but I understand he does no writing, nor does he intervene in the political management of the



paper, but rather the commercial and administrative part.

"La Nación" has a very capable staff of writers, and pays specialists outside the regular staff when necessary or convenient, to write up any subjects on which they require very sure information.

On the permanent staff the principal leading articles are written by Doctor J. Murature, Senor Leopoldo Lugones, and Doctor Joaquin de Vedia (a relative of the Mitre family). Doctor Murature has been Minister of Foreign Affairs of this Republic, is a man of high social reputation, rich, belongs to the principal clubs, is pro-Ally in his sentiments, and naturally a competent writer on affairs relating to foreign affairs, his specialty.

Senor Leopoldo Lugones, one of the best modern Argentine poets and prose writers, also writes articles on foreign and internal politics; during the war he wrote stirring articles in favor of the allies, and made several very fine speeches, which were greatly applauded at the time.

Doctor Joaquin de Vedia is a good prose writer, and has been professor in the National college in this city; man of high reputation and prestige; a first class element for "La Nación".

The fact that it is not customary to sign leaders makes it difficult to identify them, but Doctor Drago, ex-Minister of Foreign Affairs, and Doctor Fress, ex-Minister of Agriculture, are also supposed to write in this paper. *(Dr. Drago died recently)*

The "Nación" may be considered as reliable in its information, and it is extremely rare that it prints anything which is not the fact. Its political opinions, more frequently against the Government than with it, are expressed with moderation and culture, and have naturally great weight; it is really the only paper any Government takes into consideration. Lately the majority of its political articles have been strongly against the present Government, especially on matter on foreign policy (during the war on "neutrality" and lately on "League of Nations"), and against the system of intervention in Provincial Governments' affairs, so common at present.

Its circulation may be about 500,000 per diem, perhaps more; it is impossible to find out here any paper's exact circulation, but that is about the number the printing machines turn out.

*Use cut* "La Nación" receives monthly about \$30,000 Argentine paper currency of official advertisements, which are not taken away, in spite of the paper's opposition to the policy of Irigoyen; to do so, would be a declaration of war, which it would scarcely pay any Government here to risk.

In internal politics "La Nación" formerly represented Mitre's party (Mitristas) and subsequently many years ago upheld the Union Civica or original Radical's program to a moderate extent. In the last few years it has been adopting an attitude of gentlemanly opposition to the Government.

Its reading public is composed of the better classes of society throughout the country. It is also the paper which has a good circulation abroad, in South America, and Europe (France, Spain, Italy, etc.), amongst people who want reliable news from this Republic.

"LA PRENSA"

~~This~~ This paper is undoubtedly the morning daily paper of most circulation here; possibly it sells about 600,000 per diem, and sends quite a good number abroad, and is to be found all over the Argentine Republic, wherever you go. This paper has made a specialty of its telegraphic service, and has ~~extra~~ an extra ordinarily complete cable service, at an enormous cost, from all over the globe.

"La Prensa" was founded about half a century ago by Doctor José C. Paz, cousin of the President Roca, and for some time Argentine Minister at Paris. "La Prensa" was essentially an opposition paper, and still is, although generally moderate in its tone. It has not affiliated itself to any party, and may therefore be held as an independent organ.

This paper practically receives no official favors or advertisements, but has more advertisements from the general public than any two or three papers put together, although lately it has doubled its tariff. In my opinion however its leading articles are not so well written as those of "La Nación", although generally longer; its opinion on foreign matters does not carry so much weight as those of the other paper referred to. At the commencement of this century, when this country nearly went to war with Chili over the boundary question with Chili, this paper fanned the flame in a dangerous manner, possibly influenced by its traditional enmity towards General Roca, the President of the Republic at that time. However, the matter was put to arbitration, King Edward VII being named arbitrator, and the matter definitely ended.

During the war "La Prensa" was rather pro-German, which possibly was due to the fact that a very large proportion of the staff are Spaniards, and some Germans; however, it was prudent enough not to accentuate the note, possibly with one eye on the subscribers lists.

It has an enormous number of readers amongst the poorer classes, and scarcely any cheap restaurant or lodging house can be found without this paper; it is the favorite paper for domestic service to advertise in.

The principal writers in this paper are the following: Doctor Estanislao Zeballos; Doctor E. Lobos, and Señor Ryzaguirre, as well as a number of unknown ones encharged with local news sections.

Amongst those I have mentioned the most notable one is Doctor Zeballos; he has been a prominent figure in Argentine public life for more than forty years; has been Paymaster General, Professor of International Law, National Deputy, Minister of Foreign Affairs, Argentine Minister at Washington, at Berlin, etc; Argentine representative in the arbitration case of 1000 leagues of land in the territory of Misiones, claimed by Brazil; (and which Baron Rio Branco, the Brazilian arbitrator gained in the decision given by the then President of the United States, at Washington); President of the Argentine Rural Society, actual Press President of the "Club del Progreso"; owner and principal writer in the monthly magazine called "Revista de Derecho y Letras"; exercises his profession as a lawyer; was a personal friend of the notorious Count von Luxburg, German Minister here, and lost a number of his English clients; speaks well English and several languages; in short, is "a man of many parts"; a good orator and has a good monthly salary from "La Prensa" (I believe \$1500 m/n).

Another of "La Prensa's" principal writers is Doctor Eleodoro Lopez, ex-minister of Finance, lawyer, legal adviser to the National Bank (Banco de la Nación), professor in the Faculty of Commerce (University of Buenos Aires), man highly esteemed, of excellent reputation. He has written in "La Prensa" for more than a quarter of a century, and his articles, generally on financial subjects, are exceptionally good.

Doctor Syzguirre is the third writer of note in this paper; he writes on general subjects, his articles are good, but does not specialize, as do the ones previously quoted. The General Director of "La Prensa", son of the founder, and principal owner, (amongst others of the same family) is Doctor Ezequiel Paz; he is supposed not to write at all, but of course may inspire the policy of the paper as it suits him; he is very rich, and has a good moral and social reputation; is a young man.

Finally, "La Prensa" as a paper may compare favorably in any way similar daily in the world, and it may be doubted if whether a superior paper could be found in the universal press; it does great honor to its founder, (dead) and to the people who manage it, and its appreciation by the general public is proved by the fact that surely in South America there is no paper with a similar circulation, nor capital.

#### "LA ARGENTINA"

16. This paper was founded some years ago, (about 10) by Edward Mulhall, Argentine, son of one of the founders of "The Standard", in which he probably has an interest, as have other members of his family. It was originally founded to appeal to the working classes being a five cent paper, and started with an active campaign against land auctioneers, painting them as little less than thieves who took advantage of defective titles etc. to rob the poor buyers; that practically killed that source of advertisements, and the sale of this paper never has been but small; lately it seems to have turned towards the Radical Party; financially it has no means, morally it has no prestige, and may be classed as a cheap and nasty "yellow" rag. It is frequently anti-American, and anti-British, tending towards "chauvinism".

#### "LA FRONDA"

17. This is a vivacious fighting daily, dead against the Radical Party, run by Doctor Francisco Uriburu, a man of a distinguished and old family here, son of Doctor Francisco Uriburu (dead), a man of large fortune and good social position, family hails from Province of Salta, where they have large extensive properties, vineyards, etc.

This paper may be said to live on its street sale, as it naturally has no official advertisements, and scarcely sufficient from the public to make a profit. It is bitterly and well written, but of course somewhat exaggerated in its opinions. It plays the bulldog, in the arena of the Argentine press; has had its windows smashed several times by political crowds.

Formerly Doctor Uriburu wrote a similar paper, which he sold, and which passed over to the Radicals, called "La Mañana", actually of no importance, and almost no sale at all.

#### Provincial Papers:

I have given a list of several (from "El Dia" to "Los Andes") papers published in towns which are provincial capitals. These papers, (especially "La Capital", Rosario)

have a fairly big local circulation enough to make a living on, and dedicate themselves completely to local affairs.

### Afternoon papers

#### "El Dia"

1. This is one of the oldest existing afternoon papers published in this country; it was founded about thirty years ago by Don Manuel Lainez, (its actual owner and Chief Editor) together with some friends, who have since retired therefrom, and left him sole proprietor of the paper.

Don Manuel Lainez is personally one of the best, most satiric and most feared writers in Buenos Aires. He is a man of good social prestige, member of the principal clubs, married to a lady of one of the leading families (Elvira de la Riestra), and has been in opposition to most Governments since 1890. During the Presidency of Doctor de la Plaza, he was Senator, and occupied that post for the usual period of nine years; his record in the National Senate was made notable by his efforts in favor of Public Education and the passing of the Lainez Bill, which founded hundreds of new schools all over the country.

During the war his attitude was absolutely pro-Ally, and he wrote innumerable fine articles in their favor, contributing to the opinion in Congress, when a break off in diplomatic relations with Germany was voted in both houses (and vetoed by President Irigoyen immediately).

He was also named special Ambassador of this country to Spain, to attend the special festivals held at Cadiz some years ago to commemorate the Cadiz Parliament during the war of Spain against Napoleon I.

Although his articles are not signed, his "leaders" are easily recognizable by their exceptional style; he is ably seconded by Señores A. Dunau, and Garcia Landá. This paper has a good circulation amongst families, and is anti-Radical to the extreme. Has no official support, but a fair amount of advertisements from the public. (Torquist, bankers, supposed to have financial interest in this paper).

#### "LA RAZON"

2. This afternoon paper was founded about fifteen years ago by a Señor Emilio Morales, on a much smaller scale than today; however, he sold it out about ten years ago to Doctor Oliver, Señor Cortojarena, and others, and since then the paper has greatly developed, and is now the most important afternoon paper in the country, and I scarcely believe that in all South America there is another that can compete with it in quantity and quality.

During the war its policy was very dubious, so much so that it was put on the "Black List" of the Allied Powers, but subsequently taken off. In my opinion its leanings were undoubtedly pro-German, and afterwards a sort of sit on the fence, and wait and see attitude. This paper is well written, has a big circulation here, and all over the country, and is read by a good class of people. It always has had a good number of advertisements from the general public, but it seems that lately, due to the cost of paper, it could not make matters pay, and in a moderate style has turned over from an absolutely independent attitude, (which made it sell), to favor the actual Government, and now has quite a good crop of official advertisements. Possibly it finds it is best financial policy to flatter Irigoyen and get a leg up from

official assistance. The principal writers are Guigui, Cortázar, Oliver, and della Costa.

"La Epoca"

21. When the Radical party came into power, it was decided necessary to have a party paper; it was said that negotiations were started to buy up "La Nación", and the price could not be agreed upon; however, a little later "La Epoca" appeared, wholly supporting the President and his Ministers through thick and thin. At the beginning its attitude might be held as having been to an extent pro-Ally; it gave a big lunch to the sailors of the American Fleet, which came here, under the command of Admiral Caperton, later on a similar festival was given to the men of the British cruiser "Blagov".

Evidently the President thought he had gone too far; he then turned out the Chief Editor Señor Eduardo Manigot, a very well known and highly esteemed man here, (offering him in compensation the Argentine Consulate at Havre, France, which he refused), and dismissing some of the writers who had cooperated in that policy.

Then the ex-auctioneer Del Valle, intimate and old friend of Irigoyen was named editor in Chief, with no experience in writing at all, but also one of the National Deputies of the Radical party, famous in the Chamber for his audacious and uncultured impertinence, and the number of bloodless duels he has fought, as a result thereof. Another of the Epoca's insignificant writers, (previously unknown) a man called Acosta, was also named one of the Deputies of the Radical Party. Del Valle, before this Government came in, being a second class sort of actioneer, (principally selling lots of land, furniture and second hand books) was quite a poor man;-----now he is not.

\* "La Epoca" was founded by Doctor Alvarez de Toledo (ex-Minister of Marine, ex-Minister to England, etc.); by Doctor Cantilo, at present Mayor of Buenos Aires, and by the celebrated Doctor Salaberry, of the well known commission firm of Messrs. Salaberry and Mercetche; they were understood to have subscribed \$ 300,000 to start the paper; three years ago it was said to have been turned to a Joint stock Company, of which they held the majority of shares, but their Articles of Association have not been published, as is customary in case of Joint stock companies.

This paper has made itself noted by the rude and abusive style of its leading articles, especially attacking old papers like "La Nación" and "La Prensa" under heading underlined, such as "They lie"; "What impertinence", etc.; of course this organ is only read by people belonging to the Irigoyen party. Its sale is fairly good, and it naturally enjoys official protection, as far as advertisements go, to the tune of about \$ 20,000 Argentine paper currency per month. It is said that now and then Irigoyen sends down an editorial to be published, which requires considerable polishing and cutting, and that there have been several big quarrels, and offence given in that way by scrupulous editors who don't want ridiculous nonsense printed, as some of the things Irigoyen has printed or said. It would not be difficult to extract some from his latest declarations re the Argentine attitude in the "League of Nations", vide his last cable to Alvear, Argentine Minister at Paris.

The only value this paper has, is that it is known to be inspired by what the Government thinks, or intends, but beyond that it is not worthy of attention. Writers; Guigui, Acosta, and Mondreguer.

"CRITICA" - "CRITICA NOVA" - "CRITICA NOVA"

22. These are "yellow" rags, of some anti-government; small circulation, and but few advertisements. The latter two make a specialty of racing and football news.

"LA GAZETA"

23. This paper, published in the Spanish language, was during the war, the great organ of German propaganda in this country. Inspired by the German Minister, Count Von Luxbourg, and his Secretary von Bonhoff, it defended German interests, flattered the Radicals and Irigoyen and was supposed to enjoy a monthly subvention of ten thousand Marks; when the war ended, the subvention also did; the paper found itself in low water, nearly going to close up, and was sold cheap to Señores Rodriguez de Vicente, and Gutierrez Diaz, two Spaniards; they continue the same policy in a moderate form, and manage to get a few official advertisements. It is not badly written, and appeals to the teutonic element.

Foreign Daily Papers

"THE STANDARD"

24. This is the oldest daily paper now existing in this Republic and city; it was founded sixty years ago by two poor Irishmen, Messrs. Michael and Edward Mulhall, both of whom died towards the end of the last century. The paper is still carried on by the family and its Chief Editor is Mr. Finney, who has charge of the leading articles, and general run of the paper.

From a literary point of view it is poor, but from a financial point of view it is a most profitable business: its charges for advertisements are high, and it enjoys the protection especially of the British railway and shipping interests, which are very rich and powerful in this country.

Consequently it has a very large number of very highly paid advertisements, and is supposed to have give a minimum nett profit of more than a couple of thousand dollars Argentine paper currency per week. Its policy has always been to contemporize with Argentine political affairs, and support British interests in preference to others; as its founders were Irishmen, to a certain degree it appeals to the Hibernian families here, rich and numerous amongst the sheep farmers in the "Camp". It is also of a distinctly Catholic tendency, possibly due to the nationality of the Mulhall family, although the original founders and writers have gone long ago. I am not aware that it has ever gone out of its way to defend American interests; I do not think it ever has. At the same time, I do not think it has ever taken an hostile attitude towards them.

This paper appeals naturally to English speaking residents here, and has a fair circulation in this city, in the country, and in Great Britain and Ireland.

"THE HERALD"

25. This is the other English daily paper published in this city, rival to "The Standard", and lately turned into a Joint Stock Company, its Managing Editor being an Englishman, Mr. E. G. Berry, and its proprietor a rich man, I think English, Mr. Thomas Beal.

This paper has had already an existence of about thirty years; I believe it was founded by an American called Lowe, and for years it led a poor and a struggling existence. After changing hands several times, it was purchased about ten years ago by Mr. Thomas Bell, and he invested considerable capital in the paper, paid capable men to write the leaders, and to manage the paper, and consequently has worked it up to be really, from a press point of view, a superior production to the old "Standard". This paper concentrates its attention on British and American affairs almost impartially, although some people say that it is decidedly pro-American; in any case it does not enjoy a preferential protection from the British interests, like the "Standard", and is very much better got up. From an advertising standpoint it has a good many valuable advertisements, and must pay well; it rarely criticizes the Government politics, and when it does so, in a very moderate manner.

Personally, I consider it to be the best local paper printed daily in the English tongue.

"TIMES OF ARGENTINA"

26. This is an insignificant little publication, of but small circulation, owned by a man called Raggeroni; is of no importance at all.

"LE COURIER FRANCAIS"

27. This is the organ of the French community in this Republic; well got up, well written, and with a fair amount of advertisements; it has a good reputation as a paper; it limits itself to French interests. About thirty years old.

28. "DEUTSCHE LA PLATA ZEITUNG"

This is the organ of the German community in this country; has a circulation limited to them; is more than thirty years old, and is well written; has belonged to the Tjarks family. I understand that a couple of months ago has changed hands. Has a fair amount of advertisements, and rarely refers to Argentine politics. During the war, the same mob that attacked and partially burnt the German Club, broke the windows of this paper.

"ITALIA DEL POPOLO" - "PATRIA DEGLI ITALIANI"

29. Both organs of the Italian community here; well written and have a very good circulation amongst the Italians here, a community perhaps representing nearly one fourth of the entire population of this Republic. These papers have been running for a number of years, and both are valuable properties.

"EL DIARIO HISPANOL"

-30. This is the principal Spanish paper here, founded about thirty five years ago by Lopez Benedito and others; has had-- notable writers like Paul Angulo, (supposed assassin of General Prim, Spain), Lopez Gomara, Rafael Calzada, and others, all dead. Is not friendly toward American interests, and during the war inclined to the Germans. Has a good circulation, as Spaniards here run perhaps to a million and has a good amount of advertisements; rarely criticizes the Argentine Government harshly. Has no official aid at all.

Magazines

The principal ones are "El Heraldo", written principally

by

The "Southern Cross", weekly, Irish, Catholic, very religious and Hibernian. "Review of the River Plate" weekly, a most interesting and instructive publication. "River Plate American" weekly, new, favors American interests; "River Plate Observer" is a weekly supplement of "The Herald"; instructive.

RECEIVED JUL 16 1921



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From A Date August 19, 1921 Serial No. 216 File No. 201-100  
(Commence new series each January first.) (Select proper number from O. N. I. index.)  
 Source of information \_\_\_\_\_  
 Subject ARGENTINA SOCIAL CONDITIONS CHARACTERISTICS  
(Nation reported on.) (Index title as per index sheet.) (Subdivision)

BRIEF.—(The review, indexing, and distribution of reports by O. N. I. will be greatly expedited if a brief summary of the contents is entered in this space. Mention leading geographical, personal, or political names, and the gist of the report.)

FROM For the Monograph  
 Office of Naval Intelligence  
 Navy Department,  
 WASHINGTON, - D. C.

2-448-140  
 2.34

1. It is doubtful whether Argentina has yet developed its own national characteristics; for the foreign-born element (principally Spanish and Italian) is so large that one is prone to mistake Italian and Spanish characteristics for those of the Nation. Then again a description of one element does not cover the characteristics of the whole; and this mistake has very frequently been made. Probably not until Argentina is densely settled, and the immigration stream quickly absorbed, can the composite characteristics of the nation come easily into view.

2. Probably, then, it would be best to describe each class by itself and attempt therefrom to arrive at some conclusion relative to qualities common to all.

THE WEALTHY CLASS. This is very largely Argentine with a small sprinkling of British. The general bearing and appearance is Spanish and Italian. As a rule the wealth of this class comes from agriculture and cattle. Their culture and strong tendencies is French and for French standards. Men of ability in this class are not rare, although at present all political parties lack real leaders. The women of this class are bourgeois in type, selfish to a marked degree, and not very creditable to a real civilization. The men are self-centered and wanting in the spirit of noblesse oblige. By preference the wealthy classes live in Paris when they can. There they are badly received and held up to ridicule. They seem to absorb the bad features of French life rather than the good ones. The upper classes do not then well serve their purpose in creating (or copying) and maintaining good standards of culture or of sane amusements, nor even good standards of personal behavior; while as possessors of much money, they fail to make themselves felt in endowing institutions, or in going in for the creation of the mining and the manufacturing industries so sorely felt in the Republic. This type is at its best as owners or editors of newspapers, and as Army and Navy Officers - although in the latter professions there are very few.

THE MIDDLE CLASS. This class is keen and intelligent in business, and hardworking as well. The general characteristics are more Italian than Spanish. This class furnishes the majority of politicians, lawyers, physicians, teachers, shop keepers, etc. As usual with the Latin races, this class becomes very efficient under brilliant leadership and subsides into a disheartened and impotent element that gives in to the worst elements when the leaders are mediocre. The strong leaning towards greed so evident in the past and in the present in all Latin races probably accounts for many of the faults of instability of this element.

THE LOWER CLASSES. As in the United States, this

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Page - 2 -

element is foreign born. The native lower class is found almost exclusively in the country, where it is in appearance half-breed Indian, -poor workers and fond of amusements and politics. They are deceitful and untrustworthy, but preserve an intense martial spirit. As seen in the ranks of conscripts in the Army and Navy, and in the Police force in Buenos Aires, they conform well to a regular routine life and appear happy and contented, but are of a low order of ability. Labor is to a large degree Italian and Spanish; and it would appear that an undue percentage of bad characters, agitators, and anarchists are found among those people. At intervals it has become necessary to turn machine guns on the unionized labor element, which differs from our union labor in the smaller percentage of its stable characters and in the larger percentage of bomb throwers.

Composite of the above, bearing on the characteristics of the nation in time of war.

The stamina of the Argentine Nation is not such as to enable it to meet heavy reverses. It responds to exhilaration but not to onerous tasks; and any stunning reverse would probably unman the controlling element and result in dissolution from inside.

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From A Date August 22, 1921 Serial No. 219 File No. 202-300  
(Commence new series each January first.) (Select proper number from O. N. I. index.)

Source of information \_\_\_\_\_

Subject ARGENTINA POPULATION NATIVE BORN  
(Nation reported on.) (Index title as per index sheet.) (Subtitle.)

BRIEF.—(The review, indexing, and distribution of reports by O. N. I. will be greatly expedited if a brief summary of the contents is entered in this space. Mention leading geographical, personal, or political names, and the gist of the report.)

Argentina: Native-Born Population.

(For the Monograph)

2048-143

M. I. 2.

1920 Total population ..... 8,533,332  
 " Total Argentine-born ..... 6,508,141

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FROM  
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 Navy Department,  
 WASHINGTON, - D. C.

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ISSUED BY OFFICE OF NAVAL INTELLIGENCE, NAVY DEPARTMENT.  
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From A Date August 22, 1921 Serial No. 220 File No. 202-400  
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Source of information \_\_\_\_\_

Subject ARGENTINA POPULATION FOREIGN BORN  
(Nation reported on.) (Index title as per index sheet.) (Subtitle.)

Reference \_\_\_\_\_

BRIEF.—(The review, indexing, and distribution of reports by O. N. I. will be greatly expedited if a brief summary of the contents is entered in this space. Mention leading geographical, personal, or political names, and the gist of the report.)

Argentina: Foreign Born Population.

(For the Monograph)

1921 2048-143  
2 3yx

FROM  
Office of Naval Intelligence  
Navy Department,  
WASHINGTON, D. C.

In 1920 ..... 2,025,191

The foreign population (census of 1914 is as follows:

Italians .....	929,863
Spaniards .....	829,701
Russians .....	93,634
Uruguayans .....	86,423
French .....	79,391
Ottomans .....	64,369
Austrians .....	38,123
Brazilians .....	36,442
Chileans .....	34,217
Paraguayans .....	28,049
English .....	27,692
Germans .....	26,995
Others .....	67,804

The "Revista de Economia Argentina", January 1919, has the following to say relative to Argentina and Foreign Population in the Post-Census period 1914-1920.

"ARGENTINE AND FOREIGN POPULATION"

"In the years preceding the war, births amounted to nearly 288,000, and deaths, of Argentines, to 94,000; the native population increased by about 194,000 per annum. The number of immigrants (balance in favor) being about 29,000, the foreign population was increasing by nearly 141,000 per annum. The respective increases thus, in those years were 3.5 per cent, and 6 per cent. The foreign population therefore was increasing, in proportion to its number, much more rapidly than the Argentine.

"In the five years we are now dealing with, circumstances changed. The country lost 188,000 foreigners by emigration (difference between immigration and emigration) and about 138,000 by death or say a total of 326,000. This decrease on a total population of 2,858,000 foreigners resident in the country in 1914, represents nearly 14 per cent.

"Thus the composition of the population of the country has varied considerably from that point of view. In effect, in 1914, the population of the country which amounted to 7,885,237 inhabitants, was made up of 5,527,285 Argentines and 2,357,952 foreigners, the latter representing 30 percent of the total. At the present time (31st December 1918) the population of the country is approximately 8,416,485 inhabitants, of whom 6,391,294 are Argentine, and 2,025,191 foreigners, the foreigners representing 24 per cent.

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Page - 2 -

"During the five years under survey, whilst the foreign population has declined by 326,000, the Argentine population has augmented by 906,000.

"In other terms we have:

<u>Year</u>	<u>Argentine</u>	<u>Foreign</u>	<u>Total</u>
(1 Jan.			
1914 :	5,485,630	2,350,985	7,836,615 :
1915 :	5,634,272	2,274,525	7,958,797 :
1916 :	5,871,416	2,185,907	8,057,323 :
1917 :	6,048,469	2,115,934	8,164,403 :
1918 :	6,220,228	2,058,931	8,279,159 :
1919 :	6,391,294	2,025,191	8,416,485 :

### Argentine

### Foreign

### Increase or decrease

<u>Absolute</u>	<u>Relative</u>	<u>Absolute</u>	<u>Relative</u>
	<u>%</u>		<u>%</u>
(Cont.) + 198,642	: + 3,6	: -76,460	: - 3,3 :
+ 187,144	: + 3,3	: -88,618	: - 3,9 :
+ 177,053	: + 3,0	: -69,973	: - 3,2 :
+ 171,759	: + 2,8	: -57,003	: - 2,7 :
+ 171,066	: + 2,8	: -33,740	: - 1,6 :

### FOREIGNERS NATURALIZED

"Number of certificates issued:

<u>Nationality</u>	<u>1906</u>	<u>1907</u>	<u>1908</u>	<u>1909</u>	<u>1910</u>	<u>1911</u>
Spaniards .....	424	799	940	1,176	988	2,257
Italians .....	655	1,127	1,127	1,237	662	2,530
Uruguayans ....	141	152	157	170	197	367
Russians .....	108	138	144	118	114	253

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From A Date August 22, 1921 Serial No. 220 File No. 202-400  
(Commence new series each January first.) (Select proper number from O. N. I. index.)

Source of information \_\_\_\_\_

Subject \_\_\_\_\_  
(Nation reported on.) (Index title as per index sheet.) (Subtitle.)

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2020 - 3 -

(Cont.)

Nationality	1906	1907	1908	1909	1910	1911
Paraguayans	43	55	56	44	65	174
French	48	61	115	64	55	159
Austrians	38	43	41	32	27	266
Germans	24	30	28	48	52	153
Turks	12	33	41	30	28	78
Portuguese	3	7	14	35	33	106
Greeks	12	10	10	51	14	71
Bolivians	8	10	3	14	8	60
Brazilians	8	20	4	14	15	20
Swiss	6	16	12	6	11	56
Moroccans	11	22	18	15	17	28
Chilean	3	14	8	15	8	29
British	8	11	14	8	19	33
Other nationalities	198	355	275	1,197	209	691
Totals	1,750	2,903	3,007	4,280	2,422	7,331

Number of certificates issued:

Nationality	1912	1913	1914	1915	Totals 1906-1915
Spaniards	1,486	1,410	2,395	2,894	14,769
Italians	1,065	1,142	1,382	1,287	12,214
Uruguayans	260	194	227	328	2,093
Russians	176	149	130	195	1,525
Paraguayans	112	74	169	147	879
French	102	73	78	99	854
Austrians	113	75	81	78	794
Germans	49	54	47	102	587
Turks	57	47	87	79	498
Portuguese	51	45	61	73	428
Greeks	51	30	18	35	302
Bolivians	14	18	47	56	238
Brazilians	25	19	35	55	215
Swiss	22	13	18	28	188
Moroccans	15	16	15	23	180
Chileans	21	15	22	34	169
British	19	12	9	14	147
Other Nat.	75	311	71	90	3,472

Totals															3,713	3,697	4,832	5,618	39,553
FOR O. N. I. USE—	Chair.	State	Commerce	M. I. D.	Gen. Serv.	War College	Naval	Int. Aff.	C. & E.	Eng.	T. & T.	S. & A.	M. & S.	H. Q.					

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From A Date August 16, 1921 Serial No. 205 File No. 2048-185  
(Commence new series each January first.) (Select proper number from O. N. I. index.)  
 Source of information Paris  
 Subject ARGENTINA (Nation reported on.) 2048-185 (Index title as per index sheet.) 3 (Subtitle)

BRIEF.—(The review, indexing, and distribution of reports by O. N. I. will be greatly expedited if a brief summary of the contents is entered in this space. Mention leading geographical, personal, or political names, and the gist of the report.)

Argentina; conditions in the Southern Territories. 3X

Enclosures (a) Clipping from "The Anglo American Review" of August 11, 1921, quoting from the "Times of Argentina."

1. Enclosure (a) gives a clear and concise statement of the general lawlessness existing in the thinly populated Southern Territories of Argentina.

In the course of the last year or two, much has been written, at one time and another, with regard to conditions in the Southern territories of the Argentine Republic. As a result of all that has been written, there exists a fairly common impression that the real trouble in the South is centred in the towns and seaports on the east coast. As a matter of fact, the trouble in these centres is practically negligible. The real trouble exists in that strip of the Southern territories which follows the frontier of Chile. The fact that the troubles experienced in the towns and more thickly populated districts have been exaggerated and that the misfortunes of the settlers residing in the more thinly populated districts following the frontier have never received the attention which they warrant is open to a perfectly simple and logical line of explanation. Our opinions on this subject, we may state before proceeding any further, are based on a recent conversation with one of the best known land-owners in the Territory of Neuquen, a gentleman well known in the Anglo-American community and whose long service in aiding the development of the districts in which his rural interests are situated has secured the just recognition of the Argentina authorities themselves. To take up the thread of our discussion, however, we may confidently assert that most of the Government money which has been spent on sending troops to the South Coast has, if not actually thrown away, been money badly spent. We do not for a moment wish to insinuate that the South Coast towns and the districts lying beyond them have been absolutely free from trouble which warranted an initiative on the part of the national government to give them a certain amount of protection and assistance. It is only in conversation with one who has really had first hand experience under existing conditions in the south that one begins, really, to properly comprehend the real nature of the problem confronting that otherwise promising portion of the Argentine Republic. But while the South Coast towns have, at times, been the scenes of violent labour troubles and general lawlessness, this, in itself does not constitute the real problem which, in connection with the Southern territories, the National Government will have to face sooner or later.

In the South Coast towns and the surrounding districts there are definite traces of commerce. It is entirely suitable to the

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Class.	State	Comments	M.I.D.	Conf. Board	War College	Senat.	Int. Off.	C.A.R.	Ex.	N.S.R.	S.A.L.	M.A.S.	R.C.
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purposes of the shopkeepers and general business interests to have troops sent into their midst. If such action is taken by the Government and a couple of million dollars are spent in the expedition, it is a fairly safe, though rough calculation that at least a half of that amount finds its way into the pockets of persons residing in the districts to which the troops are supposed to be giving protection. To supply the plain facts of the case as applying to the Southern territories, however, we may say that the true state of the problem falls far short of fitting in with the average individual's conception thereof. There has been considerable talk of the undesirables and labour agitators who have become located in the Southern territories and who have helped to terrorise that part of the country. The real troublemakers are not, however, as many people seem to believe, undesirables of European nationality expelled from the Capital as a part of the campaign against alien agitators. These may have helped to sustain the disturbances in the towns on the coast. The real menace to the progress of the Southern territories exists, however, in the large number of Chilean Indians who have crossed the mountains which mark the frontier, penetrated into Argentine territory and, thanks to the circumstance that Chile has no such law as exists in Argentina in regard to the branding of cattle and the certification of property rights, are doing a roaring trade in cattle stealing, claim jumping and, in fact, about every form of piracy which has ever been written about in adventure stories relating to days which most people are inclined to classify as part and parcel of a soon to be forgotten past. It is, we repeat, in the strip of land which follows the frontier of Chile in which an era of terror is being enacted in the South. Twenty or more years ago, when the Argentine slopes which approach the frontier mountains were almost completely unpopulated the number of Chilean Indians squatting in the hills, woods or plains, on the Argentine side were few and far between. To-day, they may be counted in their hundreds and even in their thousands. As far the manner in which the district is policed, it is a significant fact that although the district Chiefs of Police are invariably Argentine citizens, the policemen themselves are, in their great majority Chileans, blood brothers and friends of the bronze coloured pirates who are plundering in the preserves of the white men who are seeking to lay the foundation for the future of that part of this Republic. These policemen, we are told, are paid a salary of \$100 per month, and they must find their own food. The most important item of their diet, needless to say, is meat. By standing by and allowing the cattle thieving Indians to help themselves from the herds and flocks of the white settlers in the district they insure, for themselves, a constant source of free meat of which they are not slow to take the fullest advantage.

This, then, is the real problem affecting the Southern territories of this Republic. The trouble does not start from the coast and extend inwards. It starts in the mountains and slowly loses its intensity as the coast region is approached. It is possible that a separate problem, which has been magnified to the point of obscuring the importance of the real one, exists in the number of trouble makers from the Capital and northern cities who were sent to that part of the country at the time of the farcical deportation of undesirables. There seems to be no question but that many of the anarchists supposed to have been deported are, as a matter of fact, in that part of the country. But there is room for the belief that the worst of the trouble which has arisen as a consequence of their presence has been overcome. The main question which is now awaiting an answer is "What does the National Government



propose to do in order to protect legitimate settlers, many of them the actual owners of the land which they occupy, who, through the proximity of their landholdings to the haunts of the land pirates, in the shape of Chilian Indians, who are doing a nefarious trade at the expense of both this country and its citizens, are most urgently in need of help? The large properties owned by land companies and wealthy farmers are not immune from the risks which are inseparable from that region. But their predicament is nothing to cry about in comparison with that of the occupants of the smaller landholdings who, by this time, are face to face with the choice of only two alternatives. The first of these is to sell, give away or do anything with their interests in order to get out of the district as soon as possible. The second is to become resigned to the prospect of having every worth while animal they can successfully rear stolen, sooner or later, by the cattle thieves operating in their district. We have referred to a trade being carried on at the expense of both this country and its citizens. Under normal circumstances, one would consider any loss sustained by the citizens of a country as a loss to the country. In this case, however, the distinction is warranted. In the first place Argentina is supposed to have certain rather strict laws and regulations governing immigration. A highly respectable individual arriving in this capital from Europe is obliged, before landing, to produce all kinds of documents to prove his identity and respectability. In the South, however, professional cattle thieves are squatting on Government land, and crossing the border in their hundreds, even thousands, without provoking more than a wise wink from the bogus authorities established in that part of the country.

Some time past, there was the threat of strict immigration requirements being applied to the seamen attached to foreign vessels arriving in Argentine ports. At a very generous estimate there might be a hundred of such men as deserters in the course of a year. It was a matter for alarm and for the composition of a special and complicated ruling which, fortunately, has apparently been consigned to oblivion. But if the Government is really worried over the question of who should be allowed into the country and who should not, would it not be a good stroke of work to clean house by shooting out all the rogues and cattle thieves who are making of the south a veritable "land fit for heroes to live in". Of course, this would mean that the troops sent down to that part of the country would have to leave the beaten tracks far behind them. It would mean bidding farewell for a time to roads fit for motor traffic. But the fact of the matter is that there is a lot of really rough work in which the Argentine Army might very splendidly distinguish itself if the National Government could only be induced to see the matter in the light of its full seriousness. As we have mentioned above, the laws of Chile are not nearly as exacting as those of Argentina in regard to the branding and registration of cattle. Consequently, cattle branded with the marks of Argentine owners can, it is alleged, be driven across the frontier and sold without the necessity of there being any "Guia de campana" such as is necessary when cattle are transferred from one part of the country to another. Another respect in which the country's prestige is adversely affected and in which the country's laws and decrees are openly flouted is that although it is supposed to be legally understood that those squatting in the national lands and woods situated in these southern territories must have written authority to do so and must have other documents in order to make their position legally correct, no effort is made by the existing authority or documents whatever, squat on Government land for the mere purpose of plundering the legitimate settlers located in close proximity to that land. There have been cases of destruction of national forests and wholesale stealing of timber which have not warranted the slightest effort on the part

of the existing authorities to compel compliance with the laws of this country. In short, the Southern territories are in dire danger of becoming so depopulated that all the progress made in the last twenty or thirty years will be utterly destroyed. It is a great pity that a region holding out such great promise should thus be condemned to remain a wilderness all for the want of a little protection on behalf of those who are striving to make its future as great and as productive, as much of a contribution to the advancement of the national economy, as it ought to be.

OFFICE CHIEF OF STAFF  
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From 2088 Date Sept. 29, 1921 Serial No. 342 WAR DEPT. 601  
(Commence new series each January first.) (Select proper number from O. N. I. index.)  
Source of information Personal observation; Ministry of Public Works.  
Subject Argentine (Indicate title as per index sheet.) (Subtitle.)

## Reference

BRIEF.—(The review, indexing, and distribution of reports by O. N. I. will be greatly expedited if a brief summary of the contents is entered in this space. Mention leading geographical, personal, or political names, and the gist of the report.)

Argentina: Coast Cities: Mar del Plata.

**IMPORTANCE:** Largest and most popular watering place in Argentina. Catches 75 % of Argentina's salt water fish. Exports potatoes in considerable quantities to Buenos Aires market.

**LOCATION:** Lat. 38° 10' S; Long. 57° 33' W.

Rise and fall of tide: 2 to 3 feet.  
General height above low water: 50 feet.  
In Military District No. 22.  
Terminus of one of the branches of F.C.R. (i.e., Southern Ry.) is directly connected by this railway with Buenos Aires and with Bahia Blanca; and in general with all of Argentina.

**POPULATION:** 28,000

**HYDROGRAPHY:** See attached chart and views of principal land marks. Also photos of beach. Has sand beaches and rocky points. Surf (usual) some 4-6 feet. Landings in heavily loaded boats difficult when wind is fresh from the eastern sectors.

**ANCHORAGES:** See attached chart.

**PIERS:** Off Punta Iglesia there is a wooden pier some 900 feet in length. There is also about 6 feet of water at end of pier. Used by fishing and pleasure boats in smooth weather. The pier has four hand power cranes for hoisting boats, and has tracks connecting with the city horse-car system.

South of the city and one mile south of Cape Corrientes is the new commercial port now under construction, the plan of which is indicated in dotted lines. Those portions completed to date (Sept. 21, 1921) are filled in pencil. On this date the large cranes at the end of each breakwater were laying huge concrete blocks extending the breakwater (block brought on flat cars on tracks laid on the breakwaters). There were two large dredgers at anchor in the new port; but not at work. When the new port is completed, 30' drafts can be handled. In moderate or rough weather the new port (the fishermen's basin) is the only possible landing place for landing parties.

**HARBOR CRAFT:** There are about 140 small fishing boats and gasoline dories.

**LANDINGS:** In fair weather with smooth seas land on the beaches Punta Ingless and Punta Gruta (Punta Piedras). Some

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loss of life from sniping will undoubtedly result in landing here. If the wind is from the eastward, and any other than a smooth sea is running, land at the Birsena Escuderos. The landing party can be well protected here by accompanying gunboats and destroyers.

Reconnaissance by aeroplane will indicate location of troops (if any happen to be present), and the amount of railway rolling stock present.

Communications: None. The milk line to Santa Ines is the highest point in the city.

#### CLIMATE:

The prevailing winds are from the land (i.e., North to South via East). There are fair weather breezes when the wind backs against the hands of a watch, whereas when the shift is with the hands of the watch, bad weather comes on, the worst coming out from South East and South West. The climate is temperate in winter and semi-tropical in summer. The maximum wave height observed has been 3 meters.

The climate is cold and dry in winter; and hot and cool in the summer with quick alterations of temperature. Rainfall, small. Tides: irregular and greatly influenced by the wind. The tidal interval varies between 3h 40m and 9h 20minutes. Rise and fall: 2 to 3 feet.

#### INDUSTRY:

- (a). Salt water fish. Catches and exports to Buenos Aires market 75 % of Argentina's salt water fish. The S.A.D. has a special night fish train to Buenos Aires.
- (b). Brick. There are seven brick kilns supplying local needs. Only 100 tons of brick were exported during the fiscal year 1919-1920.
- (c). Stone quarries. These supply stone to the new harbor works and for local needs. Only 395 tons were exported during the fiscal year 1919-1920.
- (d). Sand for building purposes. 4395 tons exported during the fiscal year 1919-1920.
- (e). Gardentruck and cattle. In the immediate vicinity there are 2000 hectares producing potatoes, 16201 tons of which were exported during the fiscal year 1919-1920. Near Bar del Plata is the famous estancia (ranch) "Chapadalel" of Señor Martinez de Roz. This ranch is of 22,500 hectares area, and has 25,000 sheep, 8,500 cows, and 2000 horses. Other neighboring estancias are "La Colmena" (Viera Bros) of 8000 hectares area, containing 2000 cows; "La Percegrina" (Doningo Heguilar) of 21,000 hectares, containing 22,000 sheep, 5000 cows, and 1000 horses; and "El Bregueron" (Luis Colombo) of 16,000 hectares, containing 10,000 sheep, 1,500 cows, and 600 horses.

#### COMMERCE:

During the fiscal year 1919-1920, the following produce was shipped from Bar del Plata (all by railway):

Fish.....	8,203 tons	Brick .....	100 tons
Corn .....	33 "	General.....	4,143 "
Oats .....	104 "	Cattle .....	3,040 "
Wool .....	217 "	Sheep .....	8,909 "
Potatoes .....	16,201 "	Horses .....	243 "
Flour .....	848 "	Swine .....	66 "
Stone .....	395 "	Passengers....	97,530
Sand .....	4,397 "		

During the same period 33,727 tons of goods were received.

Lines over which commerce flows:

Ferrocarril Sud, to Buenos Aires and Bahia Blanca.

Montalvo S.A. Co. } 1 steamer for Buenos Aires, every  
Arenas Co. } 5 days.

(The Lloyd Commercial "Mar del Plata" line of 7 steamers and 2 luggers sold out and discontinued its service during the recent war).

#### OILING FACILITIES:

None. It is the plan of the Ministry of Agriculture, which has cognizance of the Comodoro Rivadavia Petroleum Developments, to erect oil tanks at the new port.

#### COALING FACILITIES:

None. In general, the only coal used is that by the Electric Light Co. This comes from Buenos Aires by rail.

#### SHIPYARDS:

The plans of the Ministry of Public Works include ship facilities at the new port drydock, capable of performing the usual ship repairs. A drydock and a marine railway are planned for the new harbor works.

#### STREETS:

See city map, appended. Street are about 50 feet wide.

#### BUILDINGS:

In the city proper, the buildings are generally of the one story type, with patio, with an occasional two or three story building. In the cottage districts, the buildings are two and three story with gardens etc.

#### Buildings available as barracks:

Public buildings: (indicated in red)

Mar del Plata Social Club  
Palacio Municipal (San Juan & Pedro Luro)  
Passenger Station, Ferro Carril Sud.  
Mar del Plata Race Course.  
San Pedro Cathedral  
Stella Maris Cathedral

#### Buildings available for requisition (indicated in blue).

Hotel Bristol (Entre Rios & Buenos Aires 2 buildings).  
Grand Hotel, (Entre Rios 1651)  
Royal Hotel, (Santiago del Estero & 25 de Mayo).  
Regina Hotel, (San Martin & Córdoba)  
Universal Hotel (Santa Fé and Avenida Luro).  
Comfortable Hotel (Belgrano & Santiago del Estero).  
Victoria Hotel (Corrientes 1751)  
The Colon Theatre (Plaza America)  
and many small second and third rate hotels and pensions.

#### Buildings available as store houses:

The Rambla.  
Ware House of the Ferro Carril Sud.

#### HOSPITALS:

Mar del Plata Hospital (Santa Fé and Castelli Street)  
Small and not very well equipped.

TRANSPORTATION:

- (a) Ferro Carril Sud to Buenos Aires and Bahia Blanca.
- (b) From car (horse drawn) routes, as shown in red lines on map. In general these routes are (1) North Station of the F.C.S. to the Bristol Rambla; (2) North Station of the F.C.S. to La Perla Rambla; (3) Bristol Rambla to Golf Club, passing by new South Station of the F.C.S. and Playa Chica. The gauge of the car tracks is the same as in the United States. The number of cars is small. It is planned to electrify the train lines.
- (c) Automobiles are few in number except during the summer season, when the cottagers bring their cars.
- (d) Horse ombs - probably 50.
- (e) Bicycles - large number.

WATER SUPPLY:

From 5 artesian wells (2 in Plaza General Mitre, 1 in Plaza Colon; 2 in the Caga de Aguinas, between San Lorenzo and General Roca). The water is pumped up by hydraulic pumps to the reservoir at "Agua Corrientes" and thence into the city supply mains. The water is excellent in quality. Sewer water is pumped by two hydraulic and 3 electric centrifugal pumps, the sewage being discharged to sea some 7 kilometers north of the city.

RECREATIONS:

Food: self supporting in essentials.  
All other articles: dependent on Buenos Aires.

PUBLIC WORKS:

"Compania de Electricidad de la Provincia de Buenos Aires" (electric light & power, English company).  
No gas is used in Mar del Plata.  
The water supply is under the "Agua Corrientes de la Nacion" (i.e., under the Ministry of Public Works).  
The light and power lines are strung on poles; but the work of placing them underground has begun.

NEW PORT WORKS:

The first attempt to construct a sheltered deep water harbor at Mar del Plata was that of Aglini Bros., who however were unable to finance the venture, so that the Government revoked their concession in 1909. Congress then authorized the President to build a new port by contract, the project not to exceed 12 million pesos gold.

Bids were opened on July 14, 1910, and the contract was awarded to Messrs. Gillard, Dalfus, Allard, and Viriot (who had constructed the port of Montevideo), for 11,380,974 pesos gold. On January 7, 1911 the contract was signed, the cost to be 11,380,288 pesos gold.

The main items of the contract were:

- (1) 2 breakwaters
- (2) dredging the ante port and the ships.
- (3) Dock front for 2,234 meters for deep-sea vessels and 700 meters for small boats.
- (4) Revestimiento de Taludes
- (5) 2 wooden wharves for fishing boats
- (6) Grading the filled in portions up to 5 meters above mean low water.
- (7) Construction of warehouses and sheds.
- (8) Building a Custom House, a Sub-Prefecture, and a Port Office.
- (9) Water closets and sewage.
- (10) Electric power house and lines.
- (11) Cold storage plant and fish chilling plant.
- (12) Installing shore cranes, floating crane, and grain elevators.
- (13) Tracks for cars and cranes.
- (14) Paving.

- (15). Sanitary system and water supply.
- (16). Lighting, buoyage, and beacons.

Work was begun on the new port in June 1911. The small port for fishing boats was built in order to allow material and machinery to be brought by water. The large crane was received and assembled by April 1912 and the work on the South breakwater began. In December 1912 the manufacture of large concrete blocks was begun; and from February 1913 to August 1914 these blocks were put in place in the South breakwater. The war stopped the work from August 1914 to the early months of 1915, from which time it was re-begun.

The North breakwater work began in August 1912 and was continued until the outbreak of the war. The fishing boat basin is completed. Some 450,000 cubic meters of filling in has been done.

There remains some 3 years more of work to be done on the project.

The Minister of Marine has recently suggested to the Ministry of Public Works that a study of revision be made looking to an extensive increase of the new port in order that future needs of the Navy be cared for. This is understood to refer to an aviation and a submarine station at the new port.

RAILROADS: The only Railway is the Ferrocarril Sud. See Railway Map of Argentina, (702-300).

NEWSPAPERS:

La Capital - small circulation; influential  
 El Progreso - do.  
 El Trabajo - small circulation among laborers.

TOPOGRAPHY OF SURROUNDING COUNTRY:

Flat prairie land, with occasional trees or groves. Rich black surface soil. Poor roads, impassable for mud after rains.

CABLES: None.

TELEPHONE AND TELEGRAPH LINES:

United River Plate Telephone Co., with lines to Buenos Aires, La Plata, Rosario, Balcarce, and Miramar. Compania Telefonica Marplatense - city and neighboring country.

Posts and Telegraph of the Nation; to all points in Argentina and to the world. Telegraphs of the Province of Buenos Aires.

RADIO STATIONS:

There is a Naval Radio Station at Mogotes Light House (some 5 miles south of Mar del Plata).

CAVALRY SCHOOL:

Ground donated by private parties in the Camet Park, was accepted a year ago by the Ministry of War as the site of a proposed Army Cavalry School. No work has yet begun on this project.

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SUBJECT MATERIAL FOR GEOGRAPHIC HANDBOOK G-3 REPORT  
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POSADAS---ARGENTINA

From ARGENTINA

No. 2683 RECEIVED G/2 W.D. MAR 14 1922 Date February 9, 1923.

Replying to No. G-2 2338-S-6 Date Nov. 3, 1921.

Information collected from observation and conversation with reliable persons, August, 1921.

PART III.

II.

NOTE: For statistical information on Posadas, and other Argentine towns, attention is invited to the Third National Census, of Argentina, June 1, 1914, forwarded under letters 2629, Dec. 19, 1921, and #2638, Jan. 3, 1922, 10 volumes.

1. Posadas, Argentina.

2. Location, etc.

- a. Territory of Misiones.
- b. Town about 150-200 feet above Paraná River. Streets regular. Blocks of equal size. Upper part of city level; that toward river, sloping. The streets are lined with shade trees. Trees and brush skirt the north-east and north sides of town. The rest is open country.
- c. Surrounding country: as seen by the Plan of Posadas, Oct. 3, 1912, Map 80 on file in G-2. The Paraná river bounds the east and north sides of the town. The country to the west and south is high rolling and treeless, and without brush. The view is unobstructed.

4. Climate, health and sanitation:

b. Health:

(1) At the present time typhoid fever exists amongst the people that drink well water that comes from the first stratum for this is contaminated, by the cesspools.

However a contract has already been signed for the installation of running water, and is expected to be installed soon.

Malaria exists to some extent, as there are many malarial mosquitos.

(2) Hospitals:

At the present time but one hospital exists run by the Sociedad de Beneficencia--capacity 25 beds. This number, however, is often increased to the prejudice of the comfort and hygiene of the patients.

A new hospital is being built under the federal law "Hospitales Regionales", to be equipped with every modern convenience, and with a capacity of 120 beds.

This hospital is capable of being enlarged when the size of the town so demands it. The "Hospital Regional" is not yet functioning on account of lack of running water and sewerage.

Pharmacies-----4 complete.

Doctors and surgeons-----5 Argentines, all cap

Binding Margin



- c. Sewerage system. A complete study has been made of this, but no action taken on account of lack of funds.

5. Water Supply:

a. Source, quality, etc.

At the present time from wells (generally contaminated), and the Paraná River.

However, it is intended that when the water system is installed as referred to in 4 b (1) above, that the pump will be located above Arroyo Zaiman, which flows into the Paraná 5 kilometers up stream from the city, and will be placed some 200 meters inside the Paraná River at a point where there is a current. From this point, the water will be carried to the tank-tower located at the junction of Avenues Mitre and Corrientes, the highest point of the city. This will be a tower of some height and will be equipped with a complete system of filters for purifying the water. For this purpose ferric alum will be used.

The pipe for carrying the water from the point of intake to this distributing power will be 30 centimeters in diameter and of iron.

The water force will be installed at this same point and will consist of two steam motors of 188 H.P. each that will function alternately to facilitate cleaning, repair, etc.

There will be 2 groups of electric generators, double expansion each having a motor with a surface condenser and alternator, 2 coupled boilers, Babcock and Wilson system.

The generators have a capacity of 133 KV, capable of furnishing current for the installation and the Regional Hospital power house, and, in part, the future needs of the town.

From this tank, the water will be distributed to 168 blocks which forms the boundary of the city within the avenues.

6. Transportation facilities:

a. Railroads:

Posadas is on the Ferro Carril Nord Este Argentino (North East Argentine Railway). It connects with the Entre Rios railway, a report on which in part is being forwarded in Report # 2683, February 8, 1923, Material for Geographic Handbook---Concordia, Argentina.

By ferry across the Paraná River it connects with the Ferrocarril Central del Paraguay, at Pacú-Cua, Paraguay.

b. Water transportation:

Nicolás Mihanovich Co. to Corrientes and Buenos Aires.  
The following to the Alto Paraná:  
Compañía Mercantil y de Transportes Domingo Barthe.  
Nuñez, Gibaja, Martinez y Cia.  
Juan B. Mola y Cia.

c. Roads:

- (1) Roads leading from Posadas are generally good.
- (2) In general there are two main exits to the surrounding country.

The first to the interior of the Territory of Misiones Zaiman route, is macadamized for a distance of 3 kilometers, the rest is of natural road bed---good normally---as it runs on high ground, and has a good hard sub-soil.

The second, which leads to the Province of Corrientes is less taken care of as it has less traffic, and the soil is not so favorable.

(4) Motor vehicles:

Passenger: 3 Studebaker----6 cylinders

1 Overland

66 Fords

70 total.

Cargo:

1  $3\frac{1}{2}$  ton Mack

7 Fords

8 total.

d. Street railways: None.

e. Air----none.

7. Communications:

a. Telegraph: national.

5 wires from line No.7 to tie to No.14 for internal installation; silent service from 8 a.m. to 12 p.m.

System wire: piles Daniell.

10 telegraphers, directed by a chief (Argentine)

Railway:

Has its own service which serves the public generally, and also when due to interruptions the National service does not function and this has its line to Buenos Aires.

It also combines with the National to points where the two lines coincide, charging triple tariff to the other party.

6. Telephone:

Central telephone with 200 subscribers (no private system) has service to Candelaria---15 miles from Posadas. The agent is Argentine.

o. Radio stations:

The direction is under the charge of a non-commissioned officer of the Navy.

1 - tower 60 meters high.

1 - motor 6 H.P. mark---Otto, gasoline; system---Telefunken.

KW's  $2\frac{1}{2}$

3 waves----1200 and 1500 meters.

Generators with their KW's, 2-20;

1500 frequencies.

1 antenna (forma paraguas) umbrella shape.

Call and answer letters-- L-Y-Q.

The installation and maintenance of station is under the National Government---which owns it.

8. Shelter:

a. Buildings:

Brick, adobe, clay and thatch. Mostly of one story. Latin American type with patio. Would offer protection only against small arms fire.

Hotels: 2 first class: Palace Hotel Misiones, total capacity 70 persons.

Paris Hotel, 80 "

b. Stabling facilities: none.

c. Camp sites: anywhere provided it is within reach of the Paraná River, but fuel wood is scarce.

9. Supplies:

a. Food:

No cold storage.

One slaughter house sufficient only for the city. In the immediate vicinity of Posadas there are about 100 head of cattle which, being consumed, are replaced from the neighboring Province of Corrientes, the permanent source of supply.

Sufficient vegetables and fruit are grown in the vicinity of Posadas for its consumption. There is no grain mill, the flour coming from the Province of Entre Rios.

b. Fuel:

(1) Coal: none.

(2) Oil: The West India Oil Co. by means of the Compañia Mercantil y de Transportes Domingo Barthe is the company which provides and monopolizes crude oil, petroleum and gasoline. The supply never exceeds 20 to 30 tons of each one of these products, and are being replenished constantly.

(3) Gas: none.

(4) Wood: The sources of supply are the woods on the Alto parana, and the amount on hand in Posadas is seldom more than 100 tons. Launches of 50 tons capacity, however, are continually supplying the town.

c. Forage:

There are no grain, hay or fodder to speak of. Pasturage exists to the south towards the Province of Entre Rios.

d. Materials for repairs:

The forests of the Territory of Misiones supply timber in quantity and quality for all kinds of repair work.

e. Light and power:

Installation (3 wires) current continuous.

**Machinery:**

2 steam motors, 100 H.P.

1 " " 80 "

2 boilers, 9 atmospheres.

1 boiler, 10 " both have had 18 years service.

**Generators:**

2 A.E.G., 60 K.W.; 440 volts.

3 G.E., 27 KW; 220

**Consumption:**

15½ grains of oil in 18 hours per K.W.

300,000 kilos (approximately) of wood a month.

## 11. Occupations and Industries:

The industries of Posadas are devoted to: sawmilling, shipbuilding and manufacture of wagons (carts) by the Compañía Mercantil y de Transportes Domingo Barthe and the similar establishment of Nuñez, Gibaja, Martinez & Cia. both located on the left bank of the Paraná River. The proprietors of the first are Paraguayans and Argentines; of the second, Spaniards.

The first, Compañía Mercantil y Transportes, builds boats up to 500 tons, has a sawmill, makes carts, and in fact does any kind of wood and iron work. Ordinarily it employs as many as 300 men, but now many less on account

of the commercial and industrial crisis.

The second, Nuñez, Gibaja, Martinez & Co. is engaged in the same kind of work, and employs 200 persons.

The motor force of both is steam, using wood, and the remains of the wood sawed, and sawdust.

The technical divisions of both establishments are in the hands of competent Argentine mechanics.

#### Commerce:

The houses of Posadas are native, and are occupied in commerce and in the general branches of importation and of native products. Textiles are sold, ready made cloths, food supplies, hardware, tools, implements in general. Local products are also bought and sold, and these houses often perform the functions similar to an Agricultural Bank making advances to the clients.

#### Important Houses:

Compañia Mercantil y Transportes	
Domingo Barthe.....	Capital \$ 3,000,000 gold
Nuñez, Gibaja, Martinez	
& Co.....	1,800,000 paper
Juan B. Mola y Cia.....	1,000,000 "

These 3 houses do extensive business in the Alto Paraná.

Distribution of Occupation: There are properly speaking no iron, steel or textile workers.

It is estimated that some 6,000 men in the vicinity of Posadas, go up the Paraná River temporarily (6 months normally) to work in the timber camp and in the "yerba mate" (Paraguayan tea).

After about 15 days of rest in Posadas they renew their contract, and thus successively.

Some 400 men are in the merchant service, employed in boats or rafting logs.

About 100 men are employed in lighterage, on the wharf, and in the railroad station about 500 to 550 are employed in the sawmills, shipyards, etc.

When there is a scarcity of labor as now, they are employed in cultivating "yerba" or other agricultural work, or as firemen on a river boat, and forgers in a workshop.

Tanneries: none.

#### Foreign interests:

Compañia Mercantil y de Transportes Domingo Barthe. run by the Barthe brothers and sisters, some are Paraguayans and others Argentines.

Nuñez, Gibaja, Martinez & Co.---Spaniards.

J.B. Mola & Co.---One Spaniard, one Argentine.

There are some dozen other houses of average importance with capitals from 30,000 to 200,000 paper, the foreign interests predominating---among whom are Syrians, Italians and Spaniards, and finally natives.

### 13. Military features:

a. Permanent works----none.

b. Natural defensive positions in vicinity of city:  
Posadas is about 150 feet above Paraná River, and is naturally defended by this river on the east and north sides. There is no natural defense on the south, the ground being open, gently rolling.

c. Observation points:  
Church tower.  
Palace Hotel Misiones.

d. As far as the beach is concerned, landing could be made above or near Posadas. Posadas itself is on a bluff, and at places the banks are steep, and the river swift. Observation of the river is not obstructed in general as the country is practically treeless and without brush.

Incl: 1 legend for Map #80  
16 photos.

blacktopped  
of the 17A. p  
bridge the p  
spoke of west  
q. ya ten se are  
beyond Hotel  
Common Room.  
Observation tower.

2048160

POSADAS-----ARGENTINA.

Location of Public Buildings, hotels, etc.

See plan of Posadas; Map #90 filed in  
G-2.

NOTE: The numbers refer to blocks.

- 10. Regional Hospital
- 20-21. Plaza Libertad.
- 23. School No.6
- 41. Municipal Building
- 55. Saint Mary's Convent
- 56. Market
- 63. E.C. and N.E. Charity Hospital
- 66. N.C. Income Office (Receptoría de Rentas)
- 69. Government House.
- 70. Banco de la Nación.
- 78. S.C. Court of Records (Juzgado Letrado)
- 79. S.W. National College
- 81. Church
- 83. N.E. Mortgage Bank
- 88. Radio station
- 93. Social Club
- 93. N.C. Public Works Office
- 94. S.C. Militia Headquarters.
- 96. Police Headquarters
- 97. N.C. Saint Michael's School
- 109. Post Office and Telegraph
- 111. Territorial Prison
- 121. W.C. Telephone Central
- 122. E.C. Court of Records (Juzgado Letrado)
- 133. S.C. Internal Tax Office
- 134. Normal School.
- 169. Amusement Park
- 174 to N.E. Electric Light Plant
- 175 to E. Ford Agency.
- 179. Custom House.
- 181. Shipyard of Nuñez, Gibaja, Martinez & Co.
- 200.to N.W. Public Hospital.
- J. Plaza 9 de Julio
- S.M. Plaza San Martin.
- Railway station 150 meters west of Laguna.
- Shipyard of Compañía Mercantil y de Transportes Domingo Barthe---between Laguna and Paraná River.

NOTE: N: North  
E: East  
S: South  
W: West  
C: Center

3-1 2048-161

SUBJECT--- MATERIAL FOR GEOGRAPHIC HANDBOOK--- G-2 REPORT

CONCORDIA

From--- ARGENTINA

No.--- 2683 Date--- February 9, 1922.

Replying to No.--- G-2 2338-S-8 Date--- Nov. 3, 1921.

PART III.

II.

7. Communications:

a. Telegraph: The telegraph system in and out of Concordia is called Telégrafo del Estado Provincial (Entre Rios).  
System: Morse. Telegraph and telephone, simultaneous.  
Number of wires: 1. On posts of the Entre Rios Railway as far as Villaguay.

Location of office in Concordia: Calle 3 de Febrero, No. 16.

Service: From 7.15 a.m. to 9.00 p.m.

Telegraphers: 3

Receiving employee.....1  
Chief of line.....1  
Messengers.....2

In the province of Entre Rios the lines run as follows:

Concordia-Villaguay-Basavilbaso, 1 line.  
Colon-Uruguay, 1 line  
Basavilbaso - Uruguay, 2 lines.  
Basavilbaso - Gualaguaychú - 2 lines  
Gualaguaychú-Gualaguay, 1 line  
Basavilbaso- Nogoyá (via Tala), 2 lines.  
Nogoyá - Victoria, 1 line  
Nogoyá - Crespo, 3 lines  
Crespo-Seguí, 2 lines  
Crespo-Parana, 5 lines  
Parana-Diamante, 2 lines  
Parana - La Paz, 2 lines  
La Paz - Feliciano, 2 lines.

NOTE: See sketch accompanying: Telegraph System, Province of Entre Rios.

b. Telephone:

Name of company, Compañía Entrerriana de Teléfonos, Ltda.  
Nationality: Argentine.  
Administered by a Director: Carlos B. Dubra  
Capacity of switch-board- 4,310 lines, divided into 8 centrals of 200 lines, and 44 of 100 or less.  
Private company.

Binding Margin

Note: In the reports on the railways which follow, it will be noted that the words "Items" and "Article" appear, and also that at times the numbers and letters of paragraphs are not consecutive. In these cases reference should be made your 2338-E-22, Mil.Mon.Sec. M.I.9, Nov. 17, 1920, and the section of the "Manual for the Collection and Collation of Material for Terrain Handbooks" covering railroads. My file covering same was destroyed, and the retained list of questions given to the Entre Rios Railway has been misplaced, but endeavor will be made to obtain same and will be forwarded.



CONFIDENTIAL

PART IV.

CHAPTER II.

THE ENTRE RIOS RAILWAY COMPANY LIMITED.

1. The purpose of construction is commercial.

The railway commenced with a line running East to West across the Province of Entre Rios, connecting Paraná (Capital of the Province and important river port) with Concepción del Uruguay (important river port). Branches were subsequently constructed to various towns and agricultural and cattle districts, and was connected to the Argentine North Eastern Railway. In May 1908 the system was connected by means of a train ferry from Ibicuy to Zárate on the Paraná River, with the Central Buenos Aires Railway, thus giving direct access to the city of Buenos Aires. The final change in function was, when in 1913, by the connection of the Argentine North Eastern Railway with the Central Paraguay system, by means of a train ferry between Posadas and Pacu-Cua on the River Alto Paraná, the direct North and South line (Ibicuy-Basavilbaso-Concordia) became one of the links of the International route connecting Argentine with Paraguay.

5.

a) Gauge 4'8½" - 1.435 meters.

b) Rails are all flat bottom 75,65 and 47½ lbs. per yard fastened by track spikes to hardwood ties; there are some pressed steel ties the rails being fastened by twin bolts, and others fastened by a fixed lug and a clip bolt. There are no special means of storing rails.

c) The standard is a Quebracho (native hardwood from the Chaco) tie 2.50 M. long by 24 x 12 centimeters. (8' 3" x 9½" x 4 3/4"); there are also some few ties of Mandubay. There are two types of pressed steel ties, but these are obsolete.

d) Ballast mainly stone from Concepción del Uruguay (Calcareous agglomerated). Sandstone from Victoria and Paraná. Gravel from the valley of the Yuqueri and neighbourhood (near Concordia). Sand from alongside and from sand dunes near Medanos. Earth from alongside.

e) Grades and curves (main line presumed). Grades maximum 10.50 per mil uncompensated on 5° 36' curve (312 meters radius). Normal 4 per mil. Curves minimum radius 250 meters (7° 0'). Normal 500 meters (3° 30'). Curves exist on sidings of 80 meters radius (22°).

f) Bore wells or open wells at most stations throughout system. Engine watering stations are generally 6" bore wells. Most pumping outfits are kerosene engines; at a few places water is pumped by steam pumps from rivers, where permanent supply can be depended on.

(m) Tanks. Types---various, but all are metal, there being no permanent wooden or reinforced concrete tanks. Sizes vary from 110 cubic meters (24,200 gallons) to 3.5 cubic meters (770 gallons). Engines filled by fixed water crane, swivel water crane, and by swinging spout on tank.

Water. All good quality except for one small belt (Macia-Andrade) which does not effect locomotive supply.

Trains worked by telegraph, controlled by Central Telephone Control Basavilbaso. Two short stretches are worked by electric staff (1) Holt - Las Colas - Gualaguay and (2) Empalme Maria Grande - Crespo - Camps - Segui. Only one interlocking (manual) installation at Basavilbaso, the remainder of the line is worked principally by platform signals; in some cases home signals at the main line turnout are provided, and in a few others there are dis-

tant signals. Where no distant signals exist, large fixed discs are provided. All main line points are padlocked and held down when a train passes, except where interlocking exists. Trap or catch points exist only at Basavilbaso, at other stations Scotch blocks are fixed.

8. PARANA. Seat of the Provincial Government. The port of Bajada Grande is suitable for ocean steamers.  
CONCORDIA. Most important industrial city in the province. Terminal of River Uruguay navigation for river boats; falls, close up stream, prevent up river navigation.  
CONCEPCION DEL URUGUAY. Important city, port for ocean going steamers.  
GUALEGUAYCHU, GUALEGUAY AND VICTORIA. Important towns with ports for river navigation.  
TALA, NOGOYA AND CRESPO. Industrial towns of importance.  
BASAVILBASO. The most important junction of the system.  
IBICUY. Ferry terminal and ocean going port with extensive wharf, cargo handling equipment and grain elevators.

#### ADDITIONAL DATA

1. Kilometers of track. Main lines only 1,089,504. Sidings, 127,947.

	47½ lb.	65lb.English.	65lb.American	75lb.(British standard)
6. Height	4-5/16"	4 3/4"	4-7/16"	4-7/8"
7. Length	26' 3"	26' 3"	32' 9 3/4"	40'
	23' 3½"			
	20' 4-1/8"			

Telegraph and telephone lines: A table attached hereto shows the number and class of wires and posts of which the lines are composed. Except where otherwise stated in the "remarks" column all wires are of number 7 Standard Wire Gauge iron.

The system of telephonic train control installed is that of the Western Electric Company, the control office being at Basavilbaso, from which point the trains are controlled in three sections, i.e., South, North and West.

"Line clear" working is entirely independent of the train control and is dealt with on the inter-station telegraph wires, the instruments used being Morse inkers, with the exception of the short sections where block telegraph instruments are provided.

The headquarters of the telegraph system are at Concordia where means of intercommunication with the North East Argentine Railway are provided. Other points at which connection is made with foreign companies' lines are as follows:

Station	Communicates with
Uruguay	North East Argentine Railway
Zarate	Central Buenos Aires "
Crespo	National Eastern Railway---
	Diamante Branch
Hasenkamp	National Eastern Railway,
	Federal Branch.

In Concordia and various others of the principal stations are local telephone systems. These and other unimportant short lines are not included in the table, the actual length of pole line being 1214 kilometers as against the 1173 shown. The total kilometrage of wires is 4732.

THE ENTRE RIOS RAILWAY COMPANY LTD. (Continued)

1. DESCRIPTION

- a. Situation: In the Province of Entre Rios--Argentine Republic
- b. Direction: Management in the city of Concordia, (Prov. of Entre Rios. Legal representatives in the Federal Capital of the Republic. Directorate in London, England.

- c. Importance and Object, etc.: The authorized capital is of £8,708,000 and paid up capital £8,235,189. The object is commercial and for railroad and port exploitation.

The railroad line is within the province of Entre Rios joining its principal cities---and capitals of Departments--- and by means of ferry boats crosses the Paraná River between the ports of Ibicuy, (Prov. of Entre Rios), and Zárate, (Prov. of Buenos Aires) combining its system with that of the Central Buenos Aires Railway. Its rolling stock runs on the Central Buenos Aires Railway system, placing the capital of the Republic in contact with the Argentine Mesopotamia (Province of Entre Rios, Corrientes and Territory of Misiones, which form the region comprised between the great Paraná and Uruguay rivers, which are joined in the River Plate.) By its connection with the North East Argentine Railway, which starts at the city of Concordia, it is placed in contact by rail directly with the Republic of Paraguay. Trains run direct from the capital of that state to the Argentine capital in combination with the Central Paraguayan Railway--North East Argentine and Central Buenos Aires--- which together with the Entre Rios Railroads cover a total distance of 1543 kilometers.

By means of its stations and those of the North East Argentine Railway, situated on the right bank of the Uruguay River, it offers easy access to important frontier cities of the Republics of Brazil and Uruguay situated on the left bank of said river.

These coincidences place the Entre Rios Railway in the position of an international line, having commercial, political and military strategic importance.

The zone served by the Entre Rios railways (in the greater part) in a not distant future will be greatly benefited by the hydraulic energy of the famous Iguazú Cataracts--- on the Upper Paraná. Recent studies made by the Argentine Government have proved their power, which may be carried to an approximate distance of 1500 kilometers---to the Argentine capital, making it possible to provide light and electric power to all the towns along its route on the lines of the Argentine North East Railway and the Entre Rios Railway in a direct route, Posadas (Misiones) Concordia (Entre Rios) and the city of Buenos Aires. On the other hand, the "Salto Grande" of the Uruguay River, at 20 kilometers from the city of Concordia, is capable of serving hydraulic energy to a vast zone of the province of Entre Rios, or combined as an auxiliary to the Iguazú system. These possible advantages of natural hydraulic energies may be supplied at extremely economical prices (according to studies of projects) which will revolutionize and encourage the industries advantageously in these regions, and this will do much to develop the Entre Rios Railways to a higher degree of production.

The province of Entre Rios is bordered by the abundant Uruguay and Paraná rivers, in all their magnitude, on the East and West down to their confluence with the River Plate to the South. The province is also watered by many streamlets, branches of these rivers, which go right into the

heart of the country, and by the Guauguay river, which runs through the center---from north to south. Thus, irrigation is easily feasible, and once it is carried out the fertile lands of Entre Rios---suitable for all agricultural products of a temperate climate---will raise its productive capacity to a high standard. Already an Argentine statesman predicted that "the province of Entre Rios, once its sources of production were exploited would be the "Argentine Cup of Gold". This is easily understood due to its privileged position---and the railways will participate in these benefits.

The lines of the Entre Rios railways serve three sea ports in the province of Entre Rios: on the Uruguay river--- the port of the city of Concepción del Uruguay; and on the Paraná river that of Ibicuy and Bajada Grande. These last two are exploited by the Company, and the first by the Government of the Nation. These ports have large beaches and railroad lines on the moles, and up to the warehouses. They also have grain elevators and steam winches. Operations of loading and unloading can be carried out directly from the railroad car to the ship.

## 2. CONNECTIONS, NATURAL DIVISIONS AND BRANCHES.

Branches and their relation to the principal route:

### a. Connections:

Crespo: Branch with the Eastern Railway(State line).

Connection for the city of Diamante(on the Paraná river) in the province of Entre Rios.

Hasenkamp: Branch with the Eastern Railway(State line) connecting with Federal, town in the Province of Entre Rios to the north, part of the line projected by the Argentine Government from Diamante(E.Rios) to Curuzú-Cuatia (Corrientes) as a strategic railway, an intermediate stretch of which serves the Entre Rios railways for their line between Crespo and Hasenkamp.

Uruguay: Branch with the Argentine North East Railway, connection for the eastern part of the province of Entre Rios on the bank parallel to the Uruguay River, between the cities of Concepción del Uruguay and Concordia. This line serves the city of Colon and the large jerked beef plants and meat factories for preservation of meat and extracts "Liebig's Extract of Meat Co. Ltd." which is universally known.

Concordia: Branch with the North East Argentine Railway. Connection with the Province of Corrientes, Territory of Misiones and the Paraguayan Republic.

Zárate: Branch with the Central Buenos Aires Railway(by river line ferry boats from Ibicuy, 81 kilometers) connection for the Federal Capital and interchange of cargo by branches of the Central Buenos Aires Railway by Caseros with the Pacific Railway; by San Martin on the Central Argentine Railway, and Salto on the Province of Buenos Aires Central Railway, joining the Entre Rios Railways (medium gauge) with the other mediterranean railways of the country (wide gauge and narrow gauge).

### b. Natural Divisions:

The system of the railroad line may be considered in two divisions: the first from north to south, and the second from west to east.

1st Division: Route, Concordia(San Salvador, Basabilbaso, Parera-Carbó). Ibicuy and (river route---ferry boats)

junction at Zárate.  
2nd Division: Route, Bajada Grande, Paraná (Crespo,  
 Nogoya, Sola, Tala) Basavilbaso, Uruguay.

c. Branches and their relation to the principal route:

Principal route (1st Division) Tributary branches:

San Salvador to Caseros---line to Uruguay.

Basavilbaso to Uruguay.

Basavilbaso to Paraná (2nd Division)

Parera to Gualaguaychu

Carbó to Las Colas----Tala-Gualaguay line.

Secondary route (2nd Division) Tributary branches.

Branch Kilometers 59.2 and 59,7 (Crespo) Branch to

Hasenkamp

Nogoya to Victoria

Sola to Macía

Tala-Las Colas-Gualaguay---Branch to Gualaguay Central  
 and prolongation to Port Ruiz.

3. RESOURCES

a. Class

- 1 - Passenger
- 2 - Parcel Post and Excess Luggage
- 3 - Cargo
- 4 - Stock
- 5 - Various: Telegrams, Renting of warehouses, wharves  
 and buffets.

b. Degree of Development

Comparative figures during the last decade:

	Year to 30/6/1912	Year to 30/6/1921	Development %
Receipts	£472,101	£1,180,230	150
Tons--Miles (all traffic)	74,257,425	184,598,071	149
Miles of train	770,331	1,407,121	83
Passengers--no.	357,055	464,274	30
" miles	17,719,182	37,401,642	111
Parcel Post & Excess Luggage (tons)	5,860	25,962	342
Cargo (tons)	582,075	874,553	50
Stock:			
Cattle: nos.	154,053	152,020	--
Sheep: "	346,152	73,880	--
Other animals	10,768	9,605	--

Apparently the decrease in traffic in stock is due to  
 commercial paralización especially.

Cattle: In the year to 30/6/1912 transport was of 420,052  
 heads, presenting a progress of 173% on the year to 30/6/1912.

Sheep: In the year to 30/6/1913, 369,251 heads were trans-  
 ported. After that date, the gradual decrease in transport  
 begins. However, the stock of sheep of Entre Ríos and  
 Corrientes is sufficient for a development of 100% on the  
 figure given to 30/6/1921 (73,880 heads).

o. Quantity:

Products proper of the zone(Entre Rios) and its tributaries by connection with the Argentine North East Railway:

Year to	: Gross Traffic	:	Year to	:	Productive Zone
30/6/1920:	Down traffic	:	30/6/1921	:	
Tons	:	:	Tons	:	

211,149	Wheat	119,718	Province
135,310	Linseed	117,277	of
8,251	Oats and similar	9,278	Entre Rios
7,943	Wool	3,884	" "
3,259	Cattle hides	2,317	Corrientes
907	Sheep "	381	and
1,210	Bones	6,107	Misiones
113,898	Wood	75,638	
18,698	Charcoal	26,513	Entre Rios
3,943	Posts(handubay)	6,258	and Corrientes
67,800	Wood	61,292	Misiones,Paraguay
			and Brazil
71,537	Flour	43,983	Entre Rios
14,997	Bran and shorts	13,004	" "
5,668	Peanuts	4,061	" " and
			Corrientes
6,942	Tobacco	5,262	Misiones and
			Paraguay
15,037	Yerba	16,675	Misiones &Paraguay
33,583	Oranges	28,170	North of E.Rios
			Corrientes-Misiones
			and Paraguay.

Local Use

7,915	Lime	7,808	Entre Rios
5,561	Bricks and Tiles	4,483	" "
4,750	Sand	8,168	" "
9,945	Piedra(common and calcium)	14,359	" "
249,269		239,919	" "

Up Traffic

General merchandise, Machinery, Vehicles (excepting horse drawn cargo carts) Coal, Potatoes, Drinks, etc. They are down traffic in the sense of exportation.

Cereals:

The area destined to cultivation in the province of Entre Rios, is calculated at 751,000 hectares, served in its greatest extent by the Entre Rios system of railways.

Wheat. The cultivation gives a good crop and is of superior quality. The grain gives a specific weight not less than the minimum exacted for exportation--80 kilos per hectoliter.

Linseed, Oats and other cereals: cultivation gives good return, and these products are for export.

Corn. It is coming on well and the results obtained give an average of 1,700 kilos per hectare. This cereal does not yet figure among exports, its cultivation being mostly for home consumption.

Wood

Charcoal. The natural forests of the provinces of Entre Rios and Corrientes have a vast extension, and the follow-

ing hard woods are preferentially exploited: carob trees; pitch, espinillo and Mandubay. The Mandubay gives a heating ratio equal to that of coal. There are other varieties of an inferior quality. The highest figure in public transportation made by the Entre Rios Railway was of 140,651 tons of wood during the year from 1/7/1917 to 30/6/1918. During the same period for the locomotive service, 180,884 tons were used.

Wood. The principal varieties of the region which constitute the gross transport are as follows:

Cedar, curupay, lapacho, laurel, urunday, virapitá and Brazilian pine (zones of Upper Paraná and Upper Uruguay rivers).

Wool. Wool from the north of Entre Rios and Corrientes is quoted on the market in Buenos Aires at high prices, and it is calculated that the complete crop has not yet been exploited.

Oranges. Recently some were sent to North America and Europe. The consignments sent on approval (as an experiment) gave satisfactory results, the feasibility of their exportation being proved, it is not adventurous to state that this traffic will increase in the future.

In Concordia (Entre Rios-) their cultivation is being intensified, and of the consignments exported, some were from said place. It should be mentioned that in an Exhibition of Fruit Culture, organized by the Ministry of Agriculture of the Nation, one of the fruit-raising establishments of Concordia got the first prize---gold medal---which is a stimulus for greater cultivation.

It is calculated that at the present time there are more than 100,000 trees in Concordia alone.

In the province of Corrientes it is calculated that there are more than half a million trees.

Flour and milling products. This is a highly developed industry in the province of Entre Rios, and its exports are principally directed to Corrientes, Misiones, Paraguay and Brazil. The flour industry has 61 mills, and a productive capacity of 188,000 tons. There are numerous macaroni, etc. factories.

Peanuts. These are cultivated principally in the north of Entre Rios, and it is calculated that 900 hectares are destined to this object. They produce an average of 800 kilos per hectare. The traffic in this product in 1912 was only 178 tons against 4,081 in 1921.

Tobacco. The traffic in this was 202 tons in 1912 against 8,691 in 1919 which proves the intensification of its cultivation---especially in Misiones---although it is also cultivated in Corrientes.

Yerba. Transportation in 1912 reached 2,402 tons against 16,675 in 1921, which evidences its development and that cultivation is being intensified, especially in Misiones. Its quality is not inferior to products of competing zones. (Brazil).

Rice. It is produced in Corrientes and Misiones and is giving good results. Once its cultivation is intensified it will be a new source of revenue for the Entre Rios railway and the Argentine North East Railway.

Stock This traffic is of an outgoing nature and the stock

existing in Entre Rios and Corrientes (apart from the tributary zones in a lesser degree (Misiones and Paraguay) shows productive capacity by development of a traffic much superior to transportation at the present time---due principally to the paralization caused by the commercial crisis. Heads of cattle as per following figures:

No. of Animals Census Year	Bovines	Horses	Sheep	Pigs
1919				
Entre Rios	1,842,000	892,000	7,148,000	89,000
Corrientes	8,000,000	800,000	5,000,000	90,000 (estimated)

At the present time a progress of not less than 15% on the figures given is calculated.

Butter. This comes from productive source in the zone of Entre Rios and is a highly developed traffic. The butter made by the River Plate Dairy Co. Ltd. at the "La Central" factory situated at Basavilbaso station, is a product for exportation abroad.

Fowls and eggs. This factor is well developed in Entre Rios, and the weekly average movement is of 200 tons transported to Buenos Aires.

Wine Industry. The cultivation of the vine in Entre Rios is calculated at 1,500 hectares, principally in Concordia, where the making of wine is intensified. There are various wine-vaults some of which present an annual production of not less than 5,000 demi-johns. The total production of wines has reached 16,100 hectoliters. In the future, this will be a very important factor for railway transport, especially to port cities (of Entre Rios and Corrientes) which import wine via the river.

#### 4. DISTRIBUTION OF TRAFFIC

##### a. Points between which passenger traffic or freights is heaviest

It is considered that traffic is heaviest between Concordia and the North East Argentine Railway branch with the Zárate branch of the Central Buenos Aires Railway.

##### b. Relative Importance of interchange and local traffic is as follows:

Period from:	Local	Interchange	Transit
1/7/1920 to : Tons	: %	Tons Dis-: %	Tons Rec.: %
30/6/1921	: : patched:	: : :	: : :
	: : :	: : :	: : :
Cargo	: 433,806 : 49.6	: 158,134 : 18.1	: 113,452 : 13.1
Stock	: 14,288 : 17.4	: 52,439 : 63.3	: 10,487 : 12.8
Passengers :	No.	No.	No.
	365,627	35,343	35,576
			27,728

The passenger traffic interchange and transit are for long distances, whilst the local traffic is for short distances---due to which the movement is not relative with reference to the number of travellers.



- c. Principal kinds of freights in each direction.  
 Down traffic: Concordia and branch of North East Argentine Railway to Zárate branch: wool and hides, wood, peanuts, tobacco yerba and oranges.  
 Up traffic: Zárate branch to Concordia and North East Argentine Railway branch: general merchandise.  
 NOTE: Cereals---proceeding from intermediary stations of the line are destined to local ports.  
 Flour---proceeding from intermediary stations of the line and is destined in its greater part to the route Concordia-North East Argentine Railway.

## 7. FUEL

- a. Coal is used under normal conditions.  
 b. Consumption: 28,088 tons, representing the amount of consumption of locomotives during the year from 1/7/1913 to 30/6/1914 for a run of 1,599,845 miles burning coal only. In the following annual period the fuel used was mixed---coal and wood or rather wood exclusively.  
 c. Origin: Imported from England and the United States, the coal reaches the port of Ibiouy directly from sea going vessels in complete cargoes, unloading directly to the railway cars and from said place it is distributed to the various depots of the company's line.  
 d. Substitutes: The substitute most easily obtained in this region is wood. This fuel has been used on a large scale since July 1914, due to the scarcity of coal on account of the restrictions imposed by exporting countries during the World War-----for reasons which are well known. The wood consumed by the locomotives of this company---generally proceeding from forests served by its tracks, was generally prepared as follows: per ton: carob tree, 40%; espinillo, 30%; pitch, 20% and Mandubay 10%.  
 During the year from 1/7/1917 to 30/6/1918 the locomotives consumed 149,973 tons for a run of 2,066,072 miles burning wood only (including wood to start the fire, 250 tons monthly).

## 8. CITIES, TOWNS AND BRANCHES OF LINE OF SPECIAL IMPORTANCE.

### Line from Bajada Grande to Basavilbaso.

Cities: Paraná, Nogoyá and junction branch to the city of Victoria, Tala and junction branch to the city of Gualaguay.

Towns: Crespo and branch to the city of Diamante (Eastern railroad) Ramirez station and Lucas Gonzalez.

### Line from Uruguay to Basavilbaso.

Cities: Concepción del Uruguay and branch with the North East Argentine Railway. Line to Concordia, joining the city of Colon and Liebig's Factory. Town---Villa Mantero.

### Line to Concordia-Basavilbaso-Ibiouy.

Concordia---branch with North East Argentine Railway for the Province of Corrientes Misiones and the Paraguayan Republic.

Cities: Concordia, Villaguay, branch Parera station to city of Gualaguaychi.

Towns: San Salvador and the junction branch to Villa Elisa and Caseros, Clara, Dominguez---Basavilbaso and Urdinarrain.

Ibiouy port---combination Ferry Boats to Zárate.

Branch with the Central Buenos Aires Railway route to  
Federal Capital.

**NORMAL OPERATING CONDITIONS.**

Item 3. (a) Passenger Service: 48 hours p. week maximum,  
rest home shed 16 hours, ditto other sheds  
12 hours, weekly long rest 33 hrs. minimum.  
Freight Service: 60 p. week maximum, rest  
home shed 16 hours, ditto other sheds 12 hrs.  
weekly long rest 36 hours minimum.  
Switching Service: 48 hours per week maximum,  
16 hours rest per day, weekly long rest 40  
hours minimum.

1. Divisional Points:

Art. 5. (letter "1").

Sto: Paraná.

Capacity: 6 locomotives, 3 passenger cars and  
30 wagons.

Motive Power: Electric drive.

2. Personnel:

Number 4,037.

Nationality: estimated 75% Argentine; other  
nationalities, 25%.

3. Normal velocity, size and number of trains.

No. of trains 13,861 (year to 30/6/1921)

Item 5. (question "k" )

Roundhouse capacity: 1 to 10.

Washing out plants: By gravity at all roundhouses

Sanding facilities: All roundhouses provided  
with gravity sand dryers but no mechanical  
loaders.

Incls: 1 plan Concordia ✓

1 " Telegraph System, Entre Rios ✓

4 tables Railway, Entre Rios. (3)

1 blueprint " " " ✓

11 photos ✓

NORTH EAST ARGENTINE RAILWAY

Item 5, question (k)

Roundhouse capacity: 1 to 9

Washing out plants: steam and gravity.

Sanding facilities: roundhouse provided with drying facilities but no mechanical loaders.

Item 7,

- (a) Wood
- (b) 9,150 metric tons per month. 41.5 kilos per kilometer.
- (c) Local
- (d) Coal imported

Item 3, Operating conditions :

- (a) Passenger service: 48 hours per week maximum, rest home shed 16 hours, ditto other sheds 12 hours, weekly long rest 33 hours, minimum.
- (b) Freight service: 60 hours per week maximum, rest home shed 16 hours, ditto ther sheds 12 hours, weekly long rest 36 hours minimum.
- (c) Switching service: 48 hours per week maximum, 16 hours rest per day, weekly long rest 40 hours minimum.

EXCERPT FROM ANNUAL REPORT ON COMMERCE AND INDUSTRIES FOR 1920

BUENOS AIRES, ARGENTINA, APRIL 26, 1922. By W. Henry Robertson.

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EXTRACT FROM ANNUAL REPORT ON COMMERCE AND INDUSTRIES

FOR 1920.

From Consul General,  
Buenos Aires, Argentina,

W. Henry Robertson,  
April 15, 1922.

Railways.

The following table covering the last 10 years shows that there has been practically no railway construction in this country during the last three years, the length of the combined roads being on December 31, 1920, that of 35,291 kilometers, or 21,929 miles (1 kilometer equalling 0.62137 miles). It also shows that railway activity surpassed all previous records, especially in the matter of receipts. The dividends declared at the end of the financial year, June 30, 1920, were the highest paid for many years, ranging from 5 to 7 percent:

<u>Year.</u>	<u>Length in Kilometers.</u>	<u>No. of Passen- gers carried.</u>	<u>Cargo Haul- ed. (Tons)</u>	<u>Receipts (\$ gold)</u>
1911	30,059	67,776,000	34,375,000	118,782,000
1912	31,461	73,641,000	40,430,000	132,059,000
1913	32,494	82,322,000	43,033,000	140,113,000
1914	33,510	75,103,000	33,506,000	115,107,000
1915	33,710	67,401,000	35,655,000	125,032,000
1916	33,955	64,829,000	36,630,000	129,517,000
1917	34,036	57,883,000	31,562,000	118,502,000
1918	35,256	59,040,000	39,683,000	165,077,000
1919	35,278	70,981,000	41,913,000	190,759,000
1920	35,291	82,286,000	44,323,000	226,866,000

Strange to say, the serious port strike of Buenos Aires during the first 70 days of 1919 had much to do with this

burst

burst of prosperity of the roads, in the first six months of 1920 especially. The strike paralysed shipping for over three months during the cereal export season and grain had to be stored at the outside stations throughout the country. After the settlement of the port troubles, the roads were called upon to carry this stock of grain to the ports, in addition to the enormous harvests of 1920, or, in other words, from one and a half to two years' crops in the latter year.

The increased freight rates that came into effect in September, 1919, also helped to materially swell the gross earnings of the railways during 1920, so that the value of comparative statistics in the face of the two influential factors just mentioned is somewhat lessened.

A third pecuniary advantage of considerable value resulted from the depreciated condition of British exchange during 1920, which allowed the remittance to the United Kingdom and other parts of Europe of dividends and payment for equipment, etc., at most favorable rates of exchange.

The difficulties confronting the railways out of the fuel problem have already been discussed in another portion of this report, and the tendency to turn to oil fuel as a way out of the difficulty.

#### Mileage, Gauge, and Receipts by Roads.

The following table, extracted from "Business Conditions in Argentina", Report No. 150, of January 31, 1921, of Ernesto Tornquist & Co., Ltd., shows the mileage, gauge, and the approximate receipts of each of the railways in gold in 1920, as compared with 1919:

Railway

<u>Railway</u>	<u>Length in Kilometres at 31 Dec. 1930.</u>	<u>Receipts in \$ Gold.</u>	<u>Increase (+) in 1930.</u>
		<u>1919</u>	<u>1930 (1)</u>
<u>Narrow Gauge</u> (1 metre).			
Central Norte Argentin- tino (State)	4,918	10,879,000	11,796,000 + 917,000
Formosa to Embarcación (State)	299	123,000	146,000 + 23,000
Province of Santa Fé	1,964	9,498,000	9,938,000 + 440,000
Comp.Gral.de la Prov. de Buenos Aires	1,359	6,348,000	7,599,000 + 1,251,000
Cordoba Central	1,840	13,501,000	15,471,000 + 1,970,000
Argentine Transandine	179	---(2)	-(2) ---
Central of Chubut	105	125,000	213,000 + 88,000
Rafaela Tramway to Steamer	84	63,000	76,000 + 13,000
Total Kilometers	10,746		
<u>Standard Gauge</u> (4' 8-1/2")			
Argentine North Eastern	1,209	3,047,000	3,401,000 + 354,000
Entre Rios	1,354	5,354,000	6,193,000 + 839,000
Buenos Aires Central	378	2,441,000	3,156,000 + 715,000
Total Kilometers	2,841		
<u>Broad Gauge</u> (5' 6")			
San Antonio (State)	452	280,000	523,000 + 243,000
Puerto Desierto "	386	183,000	273,000 + 90,000
Com. Rivadavia "	197	163,000	230,000 + 67,000
B.Aires Great Southern	6,084	40,560,000	47,039,000 + 6,469,000
B.Aires Western	3,027	22,317,000	24,621,000 + 2,304,000
Central Argentine	5,346	39,576,000	52,863,000 +13,287,000
Buenos Aires and Pacific	5,512	34,519,000	41,316,000 + 6,797,000
Rosario to Puerto Belgrano	800	1,783,000	2,022,000 + 239,000
Total Kilometers	21,704		

Total

Total for State Railways	4,150	11,828,000	12,988,000 + 1,140,000
Total for Private Railways	39,141	179,142,000	215,898,000 + 34,766,000
Grand Total	35,291	190,760,000	226,886,000 + 36,106,000

(1) The figures for 1920 are approximate; those for 1919, exact.

(2) Included in the Buenos Aires and Pacific.

#### Nationality of Railways.

British capital owns about 65 per cent of the mileage of the Argentine railways, the Argentine State Railways comprising about 18 per cent, while French capital controls most of the remainder. Of the broad gauge roads, the four largest are British, while the state owns the three Patagonian roads, and French capital owns the one from Rosario to Puerto Belgrano. Of the three standard gauge roads, the two largest are controlled by British capital, while the third is partly British-owned. Of the narrow gauge roads, the first named (which includes the Argentine Northern Railway) and the second are State-owned, the third and fourth are French-owned, while the others are British-owned. The capital of the privately-owned railways in Argentina amounted at the end of 1921 to \$1,276,843,316, gold.

#### State Railways.

The Argentine State Railway system with its 6150 kilometers (3820 miles), is the longest in the country. Of its total length, 5215 kilometers (3240 miles) are of narrow, and 955 kilometers (593 miles) are of broad gauge. It has no road of medium gauge, and the broad gauge is found only in the Patagonian lines, the two trunk lines and their respective branches

branches being all of narrow gauge.

The total goods tonnage transported during 1930 by the State Railways reached 2,818,000 tons, and the number of persons carried was 2,175,000. The gross receipts were \$12,968,000, gold, with total expenditures of \$13,975,000, leaving an adverse balance of \$1,007,000. This deficit results from the working of the main lines, which show a loss of \$1,345,000, gold, for the year, which is somewhat offset from the profits gained by the Formosa and Patagonian lines. The official figures show the State Railways to be run at a loss.

The rolling stock in operation at the end of 1930 was as follows: locomotives, 528; passenger cars, 356; cattle vans, 670; freight cars, 7921. This stock was found insufficient to handle the traffic requirements of the large zone served, and an order was placed at the end of 1930 for some 200 cars and 20 locomotives. Like all other lines, the State Railways have been compelled to suspend practically all construction work since 1914, only on all Argentine roads some 1781 kilometers (1107 miles), having been built between the end of that year and that of 1930, and these represent merely extensions to existing lines. Extensions on the Formosa and Patagonian lines have been at a complete standstill.

#### The Transandine Railway.

This Consulate General has already reported that, in December, 1919, by a Decree ad referendum to the Argentine Congress, the Government signed a contract with the Argentine Transandine Railway, which is administered by the Buenos Aires Pacific Railway, for the administrative fusion



of the Chilean and Argentine sections of the Transandine Railway, the Government decided to issue to the Company internal debt bonds to the value of \$3,500,000, gold, in order that the Company may be able to raise funds for reconstruction purposes and the purchase of rolling stock. The bonds are to carry 5 per cent annual interest and 1 per cent annual amortization. The Chilean Government has also signed in the meantime a similar contract with the Chilean section of the Transandine Railway, and this has been approved by Congress.

Projected Constructions and Extensions.

On the ground that they were fundamentally speculative ventures, the Argentine Government has definitely annulled several concessions for the construction of numerous new railway lines and extensions that had been granted before the war and that were subsequently extended for further periods.

In 1920, the Buenos Aires Great Southern Railway took over with Government consent from the Buenos Aires and Pacific Railway the concession to complete the extension of the road from Bahia Blanca to Carmen de Patagonas, of which extension the latter Railway had completed about three fourths before the outbreak of the war, and which was completed in the latter part of 1921, and was opened to the public early in 1922. No other extension or construction by private enterprises was in prospect in 1920.

The Government had in view, however, three extensions, of which the most important is the one that will eventually connect the present terminus in Santa Fé with Buenos Aires. The proposed route is by ferry boat across the Paraná River

to

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to Entre Rios, crossing the southern part of Entre Rios to Ibiouy, where the Paraná will be re-crossed to Baradero, whence the line will run down to Buenos Aires, and, when built, will make possible through traffic from Buenos Aires to Bolivia.

In this connection, exceptional importance was attached to official news from La Paz in 1930 to the effect that the Bolivian Government had actually contracted with an Argentine firm for the construction within two years of the railway gap of 204 kilometers (127 miles) between La Quiaca, Argentina, on the Bolivian frontier, and Atocha, Bolivia, which would join up the Argentine and Bolivian railway systems and create a new and important means of inland international communication between Buenos Aires and Lima, Perú. This line would connect the "Ferrocarril Central Norte Argentino", a State Railway, with the Pacific Chilean port of Antofagasta, and with La Paz, Bolivia, via Tubiza and Uyuni, and would be of the greatest importance to the commerce of the northern provinces of Argentina. The Bolivian Government has finally given the contract for this construction to United States contractors using United States capital.

The second of the Government projects is the construction of a second transandine railway between Argentina and Chile, via Huaitiquina in the Territory of Los Andes, which would also connect the Provinces of the north with the Pacific Ocean and give the State Railways another outlet to the sea. Starting from Rosario de Lerma, in the Province of Salta, the road will run westward across the Territory of Los Andes, crossing the Andes mountains through the Huaitiquina pass to Chile, the proposed terminal being at the

Chilean

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Chilean port of Antofagasta. The length of the extension will be about 700 kilometers (435 miles), the construction being relatively easy, as there are few difficulties to overcome and the gradients on crossing the Andes by this pass being slight, not over 2-1/2 per cent. Moreover the road will be immune from snow blockades in winter. The original concession for this line was given in 1907 to a French syndicate, but the war was responsible for the suspension of the scheme, which is now to be revived under State management. In March, 1921, the sum of \$5,000,000, paper, was appropriated by the Executive Power, and without recourse to Congress, for the commencement of the extension, which was then actually initiated, and for this construction 30,000 tons of rails were purchased in Germany, and 10,000 tons in Belgium, in 1921, besides many locomotives and other rolling stock, principally bought in the United States.

A third project of the State in 1920 was the construction of a railway to connect the fertile district of Jachal, in the Province of San Juan, with San Juan, the Capital of that Province, the route being one of 181 kilometers (112 miles). This line would traverse some of the most productive lands of the grape growing district, and has been the motive of several petitions on the part of the residents in that region for prompt despatch of the venture.

At the time of writing this report (1922) it is said that the extensions from Embarcación to Yacuiba, and from Embarcación to Formosa, are to be completed, thus connecting the Argentine State Railway system and the river port of Formosa with the Santa Cruz region of Bolivia. It is also

said

said that a third transandine railway, via Longquimay, designed to connect Bahin Bander with the Chilean port of Valdivia and the Chilean Longitudinal Railway is shortly to be begun, the total length of the line to be 235 kilometers (140 miles), half in Argentine, and half in Chilean territory.

In 1920, it was reported that the Government of the Province of Corrientes had granted a concession for a term of 50 years to a United States syndicate for the construction and operation of a railway in that Province to be known as the Corrientes Colonizing Railway, the Provincial Government reserving the right to acquire the road at any time at its cost value, plus a premium of 20%. In fact, it was said that the concession was for the construction of narrow gauge railways, to connect with existing lines in the Province, and that the scheme would be one of the largest ever undertaken in the history of the latter. It was hoped to thus attract settlers in increasing numbers, and to foster commerce, cattle raising, agriculture, and fruit farming.

#### Railway Labor Troubles.

With the exception of a partial strike engineered on the Cordoba section of the Central Cordoba Railway in August, and of a strike on the train - ferry boats of the Entre Rios Railways in December, the year 1920 saw all of the Argentine railways comparatively free from labor disturbances, in contradiction to some of the Argentine ports. This was principally due to the satisfactory working conditions prevailing as a result of the adjustment of nearly all wages to the increased cost of living.

#### Increase in Railway Rates.

No increase in railway tariffs took place in 1920, although, at the beginning of 1921, the private roads advised the Argentine Government that they intended increasing their rates. They were officially warned not to do this, but they inaugurated the increased tariffs, which were afterwards disallowed by the Government and refunds demanded. Since 1915, the aggregate increase of rates over pre-war rates sanctioned by the Government between 1915 and 1918 was 44 per cent. These advances were granted chiefly on account of the greatly higher running expenses (higher wages, legally increased personnel, and the enhanced costs of railway equipment of all sorts and of all classes of fuel) arising out of the war.

1932 2048-16 JUN 2

EXTRACT FROM ANNUAL REPORT ON COMMERCE AND INDUSTRIES  
FOR 1930.

From Consul General,  
Buenos Aires, Argentina,

W. Henry Robertson,  
April 15, 1932.

AVIATION.

There are few countries - in fact the same may be said of the whole continent of South America - that offer so fertile a field for the development of aviation and of a market for aeroplanes as Argentina offers, and the year 1930 saw here official Italian and French missions, and commercial missions from the United Kingdom, the United States, and Italy, coming for the eventual purpose of introducing, popularizing, and selling the machines made in their respective countries. It is said that these interests sent out to this country during 1930 and 1931, as gifts<sup>or</sup> on consignment alone and exclusive of machines sold and imported, 12 British machines, 19 Italian, 17 French, and 5 American. Capital from all of the countries above named, as well as Argentine capital, has been invested here in aviation enterprises, with varying success as yet, a number of local companies having been formed.

Argentina is a country of large flat open spaces throughout much of its area, and it has few tempests, no cyclones, or tornadoes, and but little mist or fog, so that the physical, climatic and meteorological conditions are favorable to aviation. The Republic is large and rich, with limited land and water transportation facilities, and it has towns, mines, farms and ranches, water power sites, etc., scattered over its

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its surface that people must reach. It is also shut off from the countries of the west coast by a range of mountains that are often impassable by rail or otherwise during the winter snows. In a word, mails, passengers, and cargoes, must be carried to some destinations in Argentina by aeroplanes, until other better means of transportation are provided.

On January 8 and 30, and on June 4, 1930, this office sent in expansive reports upon the subject of "Aeronautics" in Argentina", and it has kept the matter well covered up to date in the meantime.